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LLOYD'S



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**WATERSIDE KENT, near SITTINGBOURNE TO LET. FRIDAY.**

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WALFORD, Chairman.  
**FRANCE ENGLISH STEAMSHIP ASSOCIATION.**  
 Capital £250,000.  
 The largest and oldest trusted on fixed prices for delivery on Lloyer's terms.  
**ENGLISH STEAMSHIP FREIGHT ASSOCIATION.**  
 Capital £250,000.  
**STEAMSHIP CHARTERERS' ASSOCIATION.**  
 100, Broad Street, London.  
 W. J. FORD, General Managers.

**INTERNATIONAL STEAMSHIP ASSOCIATIONS.**  
 Incorporated on Steamers chartered for the carriage of passengers and cargo.  
 100, Broad Street, London.  
 W. J. FORD, General Managers.

**NINETEENTH CENTURY.**  
 Is Invasion possible? By C. M. C.  
 Our Military Weakness. By The Young Turks. By M. K. Comitt.  
 The Lords and the Licensing Bill.  
 REFORM OF THE LICENSING THE WASTE OF THE HOUSE OF LORDS.  
 MILLITARY BY HENRY PAUL. THE COURT AND THE PARLIAMENTARY AND LOYALTY PACITY AT Berlin in the Educational Problem.  
 PENALTY OR A STRAYL.

[illegible][illegible]

**to the Supplement . . . . .**  
**International Code**  
**of Signals, 1908.**  
(Prepared under the Authority  
of the Board of Trade.)

This Supplement embodies  
alterations and additions made  
to the International Code  
from the date of the  
(1900).

for the Committee of Lloyd's by  
OTTISWOO & CO, Ltd.,  
New-street Square, London, E.C.;  
at 21, Water-street, Liverpool.

**DISTRESS SIGNALS**  
FOR  
AND DISTRESS PURPOSES

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STANTLEY PICKERING and  
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outward passage took 136 days, and naturally enough she was referred to as "overdue" for some little time ere she put in her appearance in New Zealand. When practically at her journey's end she had the misfortune to be hung up for about a fortnight in Cook Strait. On last Christmas Day the *Brunel* began the cross voyage from Newcastle (N.S.W.) to Junin, on the West Coast of South America. After being over 100 days at sea she duly arrived, but not before as high a rate as 60 guineas per cent. had been paid on her. Her most recent passage was from Pisagua to the English Channel. From Pisagua she sailed on

July 27 last, and once again she managed to get included in the overdue list.

This time there was not much reason for serious alarm, and after a passage of about four months she is now reported safe. Still, she had been dealt in as an "overdue," at low rates. It will thus be seen that the *Brunel* has been named in the overdue list three times in the course of one complete round voyage. On each of the three sections of this long voyage—outward to New Zealand, then across the South Pacific, and finally from the West Coast home—she has made a long trip of it, and yet has always turned up safely. Bad luck with the winds and possible

...had luck with the winds and possibly, on her last passage, foulness of bottom are probably the causes of the delay. And she is by no means the only ship to be referred to again and again as overdue. There are other well-known sailers which have no name for speed, yet come to their destinations all right just as some anxiety is being experienced owing to their non-arrival. It is worth noting that on none of her three passages was the *Brunel* reported spoken.

## FAST SAILING.

We are always glad to record any notable sailing-ship passage. In this connection we learn that the *Laurel* has made a record in the North Atlantic. She sailed from New York on the 10th of May, and arrived at London on the 15th of May, in 10 days, 10 hours, and 10 minutes. This is a record for a sailing-ship, and is a very good one. The *Laurel* is a very fine ship, and is well fitted for service. She is a very fast sailing-ship, and is well fitted for service. She is a very fast sailing-ship, and is well fitted for service.

Lancing sailed sailing ship Lancing has arrived at Melbourne from Christiania, after the remarkable quick passage of 75 days. It may not, perhaps, be generally known that the Lancing was originally steamer. She was launched on the Clyde by Messrs R. Napier and Sons over 40 years ago.

LONDON, MONDAY, MAY 11, 1908.

THE LONG SHIP'S LONG VOYAGE.

Voyages, however protracted they may be, are an end, and we can well imagine that Portuguese mariners who form the crew of

iron barque *Albatroz* are nearly glad to have last reached their desired haven, St. Paul and. The weary voyage of this old-built packet, and the vicissitudes which befallen her during the last six months, are a telling example of the possibilities of which the sailing ship may have to contend.

The *Albatroz* sailed from Lisbon on 19 last, bound for the West Coast of Africa. She arrived at her destination on April 29. It may be seen that on a passage which a steamer might have done in a fortnight this old hammer has taken over seven months. Unfavourable winds, tropical detention, and the

of calling at Rio Janeiro to replenish  
ter supplies were responsible.  
she left Lisbon in September last nothing  
heard of the barque until she was 99  
out, and it was then that she was spoken  
the British steamer *Inchanga* one degree  
of the Line. The crew of the *Albatroz*  
then short of provisions, and the captain of  
rue, who boarded the *Inchanga*, reported  
he had been in the vicinity of the Equator  
o months, trying in vain to beat his way to  
teward. Acting the part of the Good  
titan, the *Inchanga* supplied the sailer with  
eas, and preserved beef. This was on

28. On Feb. 1 the barque put into Rio de Janeiro for water. Arriving on the first day of March, she quietly remained at the Brazilian anchorage until the end of February, and then put to sea again, still with the voyage to St. Paul de Loanda to complete. The eastward run across the South Atlantic occupied just 60 days, and the complete passage from Lisbon to St. Paul de

passage.

**NIGHT-TIMES ROUND CAPE HORN,  
SAILING SHIP'S REMARKABLE PER-  
FORMANCE.**

Probably the most remarkable record ever established by a sailing ship, dependent entirely upon wind and canvas, is that by the fire-masted ship *Preussen*, which recently arrived in the English Channel from the West Coast of South America. This mammoth "wind-jammer" is the largest long-voyage ship afloat, her gross tonnage being 5,081 tons, and that she is in every sense of the word a flyer, is proved by the fact that since her launch two years she has made four complete round voyages to the nitrate ports, in the course of which she has rounded Cape Horn no fewer than eight times. The *Preussen* is regularly engaged in trading between Hamburg and the ports on the Pacific coast of South America, and is taken to the nitrate ports of Iquique and Antofagasta, where she discharges her cargo, and is then taken off which port she is to re-engage. Dotted was made in 74 days. One such passage might, of course, be due merely to luck in getting fair winds, but when it is remembered that she has made eight similarly smart runs since March, 1903, it is at once apparent that luck has only played a small part in her performance. The *Preussen*, which was built at Gothenburg in 1901, is classed as a three-masted schooner, and is owned by Mr. F. Laeisz, of Hamburg.

A report was made to the French Consular Agent at Guernsey yesterday that when passing the Caskets Rocks on Wednesday evening the Great Western Railway steamer Gazelle saw the Fécamp ship Christopher Columbus, engaged in the French Newfoundland fishing trade, flying signals of distress. It appeared that the vessel had been over seven months at sea. On her way to Fécamp she had been dismantled, and was sailing under a jury mast. The crew of thirty had suffered terrible privations, and were reduced to eating the dried cod which formed the cargo. Captain Le Reuvre, of the Gazelle, gave

and water he had on board, but the bread, meat, and the French captain declaring that he would make for Pécapm under his own sail. The vessel was covered with weeds and barnacles, and with her broken masts and famished crew presented a remarkable spectacle. She had been for some time posted as missing,

*2-2-1918*

A BELATED ARRIVAL.

*8 Oct 07*

Much astonishment was caused at Seabam on Saturday by the unexpected arrival, without any advice, of the Russian schooner Nicolai, which had been given up for lost with all hands, with the captain's wife and three children, who were on board. The vessel was none the

The ship was nearly four months on a passage for which the outside limit under ordinary circumstances would be more than three weeks. She is composed of about 300 tons burthen and is owned at Windau. With a cargo of oak she sailed from Westerwik, on the Swedish shore of the Baltic. Obligated to put back to Krageroe, on the Norwegian coast, for repairs, she left that port on Feb. 6, and from that date until her tardy arrival at Seasham she had not been heard of.

The master (Captain Fihna) stated that after leaving Westerwik he encountered the worst weather in his experience. Huge seas were met with, and his jibboom was broken, the sails split, and stem stove in. He was forced to put back to Krageroe, where the vessel was repaired. When resumed heavy weather was again encountered, resulting in serious damage, this time the boat being smashed in. There was nothing for it but putting back again. And

Blinter was taken in a remote bight of an island off the Norwegian coast. Here the vessel lay at anchor repairing and watching for a favourable opportunity to get away. Provisions ran short, as did also fresh water, but these were replenished from the islands. With a favourable wind she made Sesham in four days.

**E GAZETTE.**

*WEDNESDAY, OCTOBER 16, 1907.*

**NG VOYAGES ENDED.**

3 last there sailed from Christiansund named *Medea*. A cable from San

of months after at the same British vessel, built in 1868 CURLE and Co been removed arrival at her *Marathon*, of

ated Oct. 13, announces her arrival  
New South Wales on a train  
Australian port  
was spoken about  
port she has to  
Although no  
ence may be  
barque *Simla*,  
have arrived  
steel vessel of  
a very protract  
trails, and dou  
prominently as  
spoken about

the barque was first quoted in the market. She was then 171 days on the voyage has been completed between ports is 224 days. Reliability she has made her way out by Cape Horn route, and the duration of is in general contrast with that of ship *General Foy*, which arrived in Valparaiso at the same time as the *General Foy* is from Rotterdam, sailed on May 1. But this ship went via Hobart, and has not yet been 166 days on the complete

ne sailed from this side just a couple monotonous d  
voyages men ge  
sick of the sight  
it, therefore, if,  
assertion takes

FEBRUARY 21, 1869.  
**LAND REPORT.**  
 Worth of England Pro-  
 Association is always  
 ly contains useful in-  
 Advice. The report for  
 exception to the rule.  
 with—the operation of the  
 on Act—is a matter which  
 those, who naturally are con-  
 their prospective liability  
 figures may be considered  
 243 steamers entered for this  
 ment, the claims in 7 months  
 and the payments 10,000.  
 no claims were for loss of life,  
 364, while 4,344. was paid for  
 during disablement. Advice to  
 is given in a number of cases,  
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Every Woman Knows,  
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THEATRES, &c.  
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The

PORTSMOUTH		HUTCH	
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3 12	8 43	4 27	4 55
5 12	5 37	5 12	7 31
6 7	7 45	6 7	6 31
7 43	8 11	7 43	7 18
8 33	8 55	8 33	8 18
9 29	9 34	9 29	9 30
10 15	10 33	10 15	10 30
11 14	11 21	11 14	11 30
12 11	12 28	12 11	12 30

**ZETTE.**  
FEBRUARY 18, 1909.  
**LIENS.**  
In Hypothecations and  
passed by the Inter-  
ttee at the Venice  
ited States delegates  
the draft on the ground  
liens excluded claims  
d supplies by cargo

disbursements. Their  
the treaty ought to and  
ts of persons who have

Pacific passage from Newcastle, N. S. W., to Antofagasta. From the ship she sailed on July 16, and she arrived at Antofagasta a month later. From port to port she was away just 88 days. She was all overdue, a passing reference to the four-masted British ship was reported on Monday to the Irish coast. The *Simla*, a 2,000-ton ship, was 1,000 net tons, has just completed her passage homewards from Australia. She would now be figuring she was all overdue ship had she not been away a few days.

...ago a few degrees north  
 It was on April 23 last that  
 Port Pirie for the Channel,  
 has therefore occupied con-  
 siderable months. As a contrast to  
 what we have a recollection that  
 twenty years ago this same ship made  
 the voyage from Liverpool to Calcutta in  
 the space of three months. The  
 duration of the passages of  
 the *Sinla* are certainly notable,  
 and we understand that those on board  
 are mightily pleased to be in  
 the life once more. For month  
 after month has been a dreary repetition of

and eternal sea. On such  
partly sick of the ocean, and  
each other. Little wonder is  
on a foreign port is reached,  
ce. 11

[illegible]



Aqua 151	5	Bronson H.	8
Athos 151	14	Bluefields 151	81
Anna M. Stammer	38	Bangalore	91
Arcturus	39	Belle of the Eye	96
Asa T. Stowell	40	Baltimore	102
Augusta 151	57	Briar 151	107
Athene (steam yacht)	61	Brodick Castle	110
Arthur Sewall	73	Bulgarie 151	125
Alice H.	76	Britannia	129
Alacrita	79	Beatrice Hannah	142
Adolph Obrig	85	Burnbrae 151	161
Aslak 151	86	Beauview (Steam Tug)	163
Adolf Tidemand	104	Belliver 151	164
Australian	106	Belle	177
Amy Louise	128	Beatrice	197
Angelo Repetto	131	Belle Isle 151	201
Arkadia 151	134	Britta	227
Atlas (Ketch)	141		
Axim 151	144		
Arkansas	179		
Archtor 151	184		
Amana 151	181		
Antonio 151	207		
Armstrong 151	216		
Americana	229		



Culdoon	2. Drumcraig	17
Chersonese <sup>151</sup> (declined) posted later	19 Daniel	48
Coimbatore	21 Dulverton <sup>151</sup>	62
C. Paulsen (declined)	26 Dundonald	64
Cenric	27 Devon (steam trawler)	74
Colombia	30 Dixie <sup>14</sup>	127
C. P. Dixon	33 Dunearn	140
Castle Rock	80 Dorothy Louise	200
Carnedd Llewelyn	92 Dunbigh Castle	212
Challenger	105 Dovercourt	215
Condor	108	
Clan Macpherson	112	
Cranford <sup>14</sup>	136	
Cap Spartzel <sup>14</sup>	160	
Cayo Largo <sup>14</sup>	162	
Cuaranja (River Str)	165	



Fawn	3	Energy	12
Florida <sup>151</sup>	23	Elisabeth <sup>(s)</sup>	52
Herdinand Fischer	29	Eliza	55
Falklandbank	88	Europa <sup>17</sup>	89
Fort George	109	Ellisland	139
Flying Cloud	114	Einigkeit	171
Fanny Fothergill	153	Erna <sup>17</sup>	195
Florence M. Smith	203	Edward Austin	205
		El Dorado <sup>15</sup>	211
		Elizabeth Roberts	223



Golden Era (steam trawler)	15
Girl of Devon	16
Graphic	31
Giovanni (s)	47
Georges	49
Guiana	65
Gatesgarth (s)	67
Grindon Hall (s)	69
Grafton (large)	77
Goto Maru (s)	83
Guldregen	120
Grebe (Stm Trawler)	154
Gesnoy (s)	159
Gulf Stream	176
Gundal (s)	183
Grace	196
"Girls Own" (Fishing vessel)	222

Hjarrand (s)	1
Helens	45
Hautot	54
Henriette	60
Hartfield	78
Haegholmen (s)	168
Hermann Lerche (s)	169
Hannover (Stm Trawler)	191
Harwest Queen	213

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Isabella Stuart  
Isle of Eriv  
Ionic (barge)

11. Jorgen Bang	32.
98 Julia	44
101. Jack Snipe	59
John McDermott	95
Jarlen	100
J & A Coppack	119
Janje	121
Janet & Agnes	122
Jessie	148
Jura 10/ (Whittingham)	210

Katinitza	151
Koonbana 10/	192
Klio	230



Laguna	6	Minister Jansen (straw trawler)	22
Laise Horn <sup>151</sup>	58	Milton	37
Laurak Bat <sup>151</sup>	70	Moravia <sup>151</sup>	50
Loodiana <sup>151</sup>	124	Munin <sup>151</sup>	71
Lucy Johns	143	Mary A. Duff	87
Louis et Marie	156	Maria Louise	111
		Maggie Brocklebank	118
		Margarette Russ <sup>151</sup>	130
		Mary Elizabeth	135
		Marie J. Mango <sup>151</sup>	152
		Magnat	172
		Mermaid	182
		Maroa <sup>151</sup>	189
		Mountoswald <sup>151</sup>	193
		Motien <sup>151</sup>	209
		Marcelle <sup>151</sup>	217

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Nicholas Thayer	24	Olive	13
Netherby	42	Ormsay	56
Nicaraguan	63	Orior	84
Neptune	72	Qdd	123
Newstrick	97	Okahandja	187
Newent	103	Orla	188
No 45 (North Star) tug -	204		
Nomia	206		
No 7 Steam Tug	221		

Orior

84



Pluvier	10	Queen Victoria	202
Pioneer	18		
Pride of the South	20		
Port Stephens	declined - on Loss Book 35 & 41		
Pellegrina O.	75		
Prins Willem II H.	126		
Pollux (Sms Fawcett)	199		
Poseidon H.	219		
Pauline	220		

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Rodenbek	28	Scott <sup>151</sup>	7
Rosa	68	St. Donatien	9
Ruby	133	Scintilla	25
Roman	138	S.O. Co. No. 90	34
Ragnhild	145	Steifner <sup>151</sup>	46
Riozinho <sup>151</sup>	155	Stag <sup>151</sup>	51
Ruth	157	Silberhorn	66
Rap <sup>151</sup>	175	Stiklestad <sup>151</sup>	99
Reliance	198	Signe	116
		Silverdale <sup>151</sup>	132
		Stonewall (dredger)	137
		Sappho	146
		St Denis <sup>151</sup>	147
		Seehund (Sturtrawler)	150
		Solway	166
		Skudesvnes	173
		Sarah Jane	185
		Sappho	186
		Santiago (Fug)	208
		Sola <sup>151</sup>	214
		Stearns Fug No 7	221
		Skien	228



Theodor  
 Tockth  
 T. W. Ashton  
 Thetia  
 Trent 101  
 Therese Horn 101  
 Joanni (Steam Tug)

113

92

117

158

167

218

225

Victory

Victoria

Ville d'Alger 101

Vanadis 101

Vista Alegre 101

4

149

180

190

194

Ursula Bright 11

92

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Why Not	36
Wabrus (steam dredger)	53
Wavellite	82
Winnipeg	90
Waratah	113
Whitewood	115
Waaland	170
White Rose	174
Wingrove	178
Whittingham	210
Whitlieburn	221
Wynne	226



W  
X  
Y  
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Early Telegraph Jan. 1946

## MARINE INSURANCE NOTES.

**TWO OVERDUE ARRIVALS.**

A great surprise awaited underwriters on reaching the City yesterday morning, in the shape of the arrival of two vessels that were looked upon as quite hopeless. The first was the West Hartlepool steamer Petunia, which sailed from Darien for Bordeaux on the 13th ult., with a cargo of wood. No less than 97½ per cent. had been paid on her for re-insurance, not so much on account of the length of her time but because it was known that of her cargo of wood ~~she was the only one of the~~ several steamers with a similar cargo on the same voyage have been posted as being it was concluded that her deck cargo had also killed her. It seemed, however, that her delay was caused by her being broken her shaft, and she has been shipped off the Lisard in tow of the St. Domingo.

A sailing ship going out to the United States constituted the other surprise. She was the Edwyfed, 1,115 tons, built in 1882, which sailed from Trapani with a cargo of salt for Gloucester (Mass.) so far back as Sept. 20 and only on Sunday arrived on the other side. Eighty guineas per cent. had been paid on her, and the length of her time and the severity of the weather in the Atlantic fully justified this rate.



LLOYD'S



Hjarrand (s) of Christiania, Boberg, Tons 870 gross 376 net  
Glasgow for Christiania

Application submitted

3<sup>rd</sup> Jan. 1906

Subscribers making application

H. S. Mountain <sup>229</sup>/<sub>60</sub>

REMARKS.

Interested as Broker.

Owner

Brodrene Bjørnstad  
Christiania

Cargo

Coal

W. Baird & Co.	Ell. Coal	290 tons 12 cwt
R. Addie & Sons	do	470 tons 11 cwt
United Coal Co.	do	529 tons 1 cwt
Bunkers:- Coltrigg Coal Co.	do	32 tons 17 cwt
		Agst Glasgow 476

Insurance effected at

Christiania &amp; London.

On Vessel

On Cargo

**HJARRAND** (s).—Glasgow, Nov. 22.—The Norwegian steamer Hjarrand, of Christiania, Captain Boberg, and owned by Messrs. Brodrene Bjørnstad (Christiania), which left Glasgow on Wednesday, 8th inst., with a cargo of coal for Christiania, has not arrived there yet.

L.L. Nov. 23, 1905

**HJARRAND** (s).—London, Dec. 5.—Replying to inquiry for any news of above steamer, Lloyd's Agent at Christiania, under date of Dec. 1, writes:—To-day spoken with the owner of this steamer, who has no doubt steamer is lost.—[The Hjarrand sailed from Glasgow Nov. 8, bound for Christiania.]

Dec. 5, 1905

Latest Account

Sailed from Glasgow for  
Christiania on the 8<sup>th</sup> November 1905

Lloyd's List states vessel sailed from  
Glasgow for Horten on the 7<sup>th</sup> Nov. 1905  
and from Greenock on the following day  
Horten is on the Christiania Fjord.

Crew:— 15

Apprentices 1

Number of Days out

55 62

COMMITTEE'S DECISIONS.

On Board	—	3 <sup>rd</sup> Jan 1906
Posted missing	—	10 <sup>th</sup> Jan. 1906



No. 3005

Culdoon of St. John N.B., Official Number 88693, Bradley  
Tons 424 gross 373 net  
Jacksonville Fla for Grenada

Application submitted

17<sup>th</sup> Jan. 1906

REMARKS.

Subscribers making application

Skury Chester

(Black Moore &amp; Co) 1206/06

Interested as Agent for Owner.

Owner

James Kennedy  
St. John N.B.

Cargo

Lumber

Insurance effected at

Does not know

but understands

freight is insured in London

On Vessel

On Cargo

Messrs Jonas Browne Son write that  
they insured the cargo through the  
Royal Exchange Assurance Corporation  
516/06

Latest Account

Sailed from Jacksonville  
for Grenada W.I. on 15 Sept:  
1905

According to Messrs Browne's letter, the  
vessel left Jacksonville on the 19<sup>th</sup> Aug. 1905.

The New York Maritime Register gives  
the sailing date as 17<sup>th</sup> August 1905 and  
states vessel was bound to Basse Terre, Mobile  
and Cuba.

The sailing is not reported in Lloyd's List.

Crew:—

Apprentices

Number of Days out

123 130

COMMITTEE'S DECISIONS.

On Board —

17<sup>th</sup> Jan. 1906

Posted missing —

24<sup>th</sup> Jan. 1906



*Fawn* of Victoria B.C. Official Number 100495, Olsen 59 tons register  
English Bay, Alaska for Victoria B.C.

Application submitted

17<sup>th</sup> Jan 1906

REMARKS.

Subscribers making application

Arthur J. Rose  
1836  
06

Owner

Victoria Sealing Co Ltd  
Victoria B.C.

Cargo

504 Seal Skins

Insurance effected at

None

On Vessel

Lloyd's

On Cargo

Latest Account

Sailed from English  
Bay (Alaska) for Victoria B.C.  
on the 5<sup>th</sup> October 1905, and  
was last seen on the 7<sup>th</sup> Oct. 1905

Crew:— 28

Apprentices

Number of Days out

from sailing ~~103~~ ~~110~~ 117  
from when last seen ~~101~~ ~~108~~ 115

**FAWN.**—Victoria, B.C. (by Cable Nov. 20).—  
British schooner Fawn, Behring Sea Victoria, 500 seal  
skins, cargo is insured at Lloyd's, is very much overdue  
and grave fears are entertained for her safety.

**FAWN.**—Victoria, B.C., Nov. 25.—All hope has  
been abandoned for the Victoria sealing schooner Fawn,  
with a crew of 28. The schooner Maid of Orleans,  
herself in distress, saw the Fawn driving ashore on  
northern Vancouver Island.—*Reuter.*—[See issue of  
Nov. 21.]

**Victoria, B.C., Nov. 25.**—On Nov. 16 the Maid of  
Orleans, then labouring heavily herself, saw a small  
schooner making bad weather and driving towards the  
rocky shore of the northern part of Vancouver Island.  
When night came the storm increased in violence  
and the vessel in question would probably be wrecked.  
No vessel of the size and description noted was bound  
north except the Fawn. The Maid of Orleans put back  
with fore-castle and cabin flooded, sails damaged, &c.  
The local steamer Queen City sailed Nov. 21 for the  
north and should be able to get particulars if there is  
anything in this report. She is due back here on the  
29th.—[See Fawn in issue of Nov. 25.]

**Victoria, B.C., Dec. 4.**—The local steamer Queen  
City has returned from a cruise along the whole west  
coast of this island, and the schooner Fawn, not having  
arrived on the coast, the owners believe her to be lost.  
The Fawn, with 504 sealskins from the Behring Sea,  
has not been seen since Oct. 8.—[See issue of Nov. 16.]

L.L. Nov. 21. 1905

" " 25. 1905

" Dec. 16. 1905

" " 19. 1905

COMMITTEE'S DECISIONS.

Deferred one week - 17<sup>th</sup> Jan. 1906  
On Board - 24<sup>th</sup> Jan. 1906  
Posted missing - 31<sup>st</sup> Jan. 1906



No. 3007

*Victory* of Haugesund, Skyllingstad 33 tons register  
 Lowestoft for Haugesund.

Application submitted

17<sup>th</sup> Jan. 1906

REMARKS.

Subscribers making application

J. Gibb <sup>1815</sup>/<sub>06</sub>

Interested as having effected an insurance on the hull

Part Owner

Bernhard Amundsen  
Haugesund

Cargo

Ballast

Insurance effected at

Lloyd's

On Vessel

On Cargo

Latest Account

Sailed from Lowestoft  
for Haugesund on the  
25<sup>th</sup> November 1905

Crew:— 3

Apprentices nil

Number of Days out

~~52~~ 66-80 87

COMMITTEE'S DECISIONS.

Deferred 14 days — 17<sup>th</sup> Jan. 1906  
 Deferred 14 days — 31<sup>st</sup> Jan. 1906  
 On Board — 14<sup>th</sup> Feb. 1906  
 Ported missing — 21<sup>st</sup> Feb. 1906



Aqua (s) of London, Official Number 112671, Edwin Austin Still  
Tons 3045 gross 1942 net  
Barry for Buenos Ayres.

Application submitted

24<sup>th</sup> Jan 1906

Subscribers making application

Frank G. Dixon 217206

Owners

Newman & Dale Steamship Co. Ltd.  
38 Lime Street  
E.L.

Cargo

Coal

Insurance effected at

Lloyd's

On Vessel

Lloyd's

On Cargo

Latest Account

Sailed from Barry for  
Buenos Ayres on the 25<sup>th</sup> Nov. 1905  
and passed Barry Island  
on the same day.

Crew:— 24

Apprentices

Number of Days out

59 73 80

REMARKS.

Interested as broker

Ocean Steam Coal.

Plymouth, Dec. 12, 5 p.m.—HMS Thetis, when off the Eddystone Lighthouse this morning, cruising, picked up and brought in here a lifeboat, bearing the name of the steamer Aqua, of London; same is badly damaged on the starboard side.

L. C. Dec. 13, 1905

London, Dec. 14.—Aqua (s): In answer to inquiry, the owners write under to-day's date that they have had no word of this steamer since she sailed from Barry on the 25th ult., bound for Buenos Ayres.

" " 14 1905

Plymouth, Dec. 13, 6 21 p.m.—Referring yesterday's telegram re Aqua boat picked up by H.M.S. Thetis, not Thetis, following articles were found in same:—One grey overcoat with pocket-knife in pocket, one dungaree jacket in hole in boat's side, one pair dungaree trousers, part of oilskin in hole in boat's side, one pair boots, one pair goloshes, one pair leather slippers, two odd slippers, seven rowlocks, part boat's compass in box, one hanging lantern, two tin buckets, one bailer, one boat's water bag canvas, one sea anchor, one meat chopper, one knife, one wooden pipe, one key.—[See Plymouth under "Miscellaneous" in issue of yesterday.]

" " 14, 1905

Rouen, Dec. 12.—The master of the steamer Lycidas reports:—At 4 p.m., Dec. 10, when off the Start, passed a lifeboat full of water, with rowlocks shipped, apparently fairly new, with name "Aqua" or "Agua," of London, painted on quarter.—[See Plymouth in issue of Dec. 13.]—[Memo: An erroneous version of the above appeared in issue of Dec. 14.]

" " 15, 1905

Rouen, Dec. 14.—The master of the steamer Lycidas states that he passed the lifeboat of the Aqua on Dec. 10, off Start Point, Eddystone Lighthouse bearing NW by W. about 10 miles distant. He further states that he slipped down from the deck of the Lycidas into the lifeboat by means of a rope, and noticed in the boat two zinc buckets and an old pair of boots; also the middle tank on the starboard side was adrift. Further than this the boat was not damaged. The master is of opinion that this is the same lifeboat which was picked up by H.M.S. Thetis.—[See issue of yesterday.]

" " 1905

AQUA (s).—London, Dec. 16.—A telegram from Cardiff, with reference to the Aqua (s), of London, states that yesterday Captain M'Alister, of the steamer Alacrity, on arriving at Newport, reported having picked up, 20 miles ESE of the Lizard, a lifeboat marked "Aqua, London," with a dead man on it. The body could not be identified, and was buried at sea.—Press Association.

" " 16, 1905

AQUA (s).—Torquay, Dec. 27, 12 14 p.m.—Lifeboat picked up at Teignmouth 9 o'clock yesterday marked "S.S. Aqua, London."

" " 27 1905

AQUA (s).—Cardiff, Dec. 30.—A London representative is informed by the owners of the steamer Aqua that a portion of another of the missing ship's boats has been picked up off Fort Picklecombe (Cornwall).—South Wales Daily News.

" " 30 1905

DECISIONS.

Deferred 14 days —  
On Board —  
Posted missing —

24<sup>th</sup> Jan. 19067<sup>th</sup> Feb. 190614<sup>th</sup> Feb. 1906



No. 3009

*Laguna* of Christiania, Gronneberg. Tons 541 gross 471 net  
Pascagoula for Colon.

Application submitted

24<sup>th</sup> Jan 1906

REMARKS.

Subscribers making application

C. J. Bowring & Co (Insurance) Ltd  
2327/6

Interested as Brokers

Owner

Mexican Trading Co Ltd.  
G. M. Bryde Manager

Cargo

Lumber

Insurance effected at

Lloyd's and English Cos.

On Vessel

On Cargo

Latest Account

Sailed from Pascagoula (Miss.)  
for Colon on the 28<sup>th</sup> Sept. 1905.  
Lloyd's List states vessel cleared from  
Colon on the 28<sup>th</sup> September 1905  
before reported cleared 23 Sept'05

Crew:— 9

Apprentices

Number of Days out

117 124

COMMITTEE'S DECISIONS.

On Board —

24<sup>th</sup> Jan. 1906

Posted missing —

31<sup>st</sup> Jan. 1906

**LAGUNA.**—Mobile, Dec. 2.—Norwegian schooner Laguna, Gronneberg from Moss Point (Miss.), Sept. 28, for Colon, with 350,000 feet of pitch-pine lumber, is considerably overdue and is believed to have been lost. She is owned here.—*New York Herald*.

**LAGUNA.**—Mobile, Jan. 5.—The owners in this city of the Norwegian schooner Laguna, which sailed from Moss Point (Miss.) on Sept. 11, with a cargo of lumber for Colon, Panama, have given her up for lost. She was in command of Captain Gronneberg, and carried a crew of nine men.—[See issue of Dec. 15.]

L. L. Dec. 15. 1905

Jan. 16. 1906



*Scott* (s) of Liverpool, Official Number 120817 *Stratford*  
Tons 908 gross 565 net  
Moji for Ocean Island.

Application submitted

31<sup>st</sup> Jan 1906

Subscribers making application

A. W. Edwards  $\frac{2762}{06}$ 

Owners

The Steamship Carlyle & Co. Ltd.  
Stewart & Markness, Managers  
40 Chapel Street, Liverpool

Cargo

Bunker coal and cement

Insurance effected at

Lloyd's

On Vessel

Unknown

On Cargo

Latest Account

Sailed from Moji for  
Ocean Island on the 5<sup>th</sup> Nov. 1905

Crew:— Chinese &amp; Japanese - numbers

Apprentices

Officers 6

Number of Days out

86 100 114 121

SCOTT (s).—Melbourne, Jan. 17.—The steamer Lombard, which arrived at Sydney on the 14th inst from Ocean Island, reports that the steamer Scott, which left Japan for Ocean Island to load for Sydney, and was due at the Island some weeks back, had not arrived up to the time of the Lombard's departure. It is feared that the vessel has foundered with all hands in a severe typhoon which occurred in the Formosa Sea after the Scott left Japan.—[See issue Jan. 15.]

L.L. Feb. 20 1906

REMARKS.

Interested as Insurance Broker.

The coal consisted of 470 tons Best  
Japan Steam Coal.

London, Dec. 19.—Scott (s), Moji for Ocean Island: Following is extract of letter received from the owners, dated Liverpool, Dec. 18:—We would point out that Ocean Island, to which place the vessel was bound, has no communication with the mainland except by steamer, and it is more than probable that our steamer has arrived long ago, but we shall not hear definitely that such is the case until the arrival of the next steamer from Ocean Island touching at Sydney, which will probably be the Scott herself.

L.L. Dec. 19 1905

SCOTT (s).—Sydney, Jan. 15, 10 25 a.m.—Lombard (s) arrived yesterday from Ocean Island, reports:—Scott (s) is very much overdue and grave fears are entertained for her safety.

Jan 15. 1906

\* Lombard<sup>2762</sup> left Ocean Island 2<sup>nd</sup> Jan. 1906 <sup>(Stewart & Markness)</sup> Ocean Island is one of the Gilbert Islands in Polynesia.

The Pacific Phosphate Co. of 27 Leadenhall St. in reply to letter asking for information regarding the means of communication with Ocean Island write under date of Feb 22 as follows: "The only means of communicating with Ocean Island are by steamer... We yesterday received another cablegram from Ocean Island (via Sydney) which left the island per ss Promise on the 10<sup>th</sup> Feb. in which no mention is made of the Scott. We consider that there is no possibility of her having been at the Island without having been reported and have long since regarded her as lost."

COMMITTEE'S DECISIONS.

Deferred 14 days -	31 <sup>st</sup> Jan. 1906
Deferred 14 days -	14 <sup>th</sup> Feb. 1906
On Board -	28 <sup>th</sup> Feb. 1906
Posted missing -	7 <sup>th</sup> Mar 1906



No. 3011

*Bronson H.* of Liverpool N.I. Official Number 112346, Hansen  
99 tons register  
Catalina N.F. for Halifax N.I.

Application submitted

7<sup>th</sup> Feby. 1906

REMARKS.

Subscribers making application

Holmwood &amp; Holmwood Ltd.

J. W. Senior

Director 3960/26

Interested as Brokers to Owner.

Owner

Nathaniel Smith  
Smith's Wharves  
Halifax N.I.

Cargo

Codfish and Molasses

2 puns Molasses  
20 barrels Do.  
2940 - 1 - 14 qtls Codfish

Insurance effected at

Lloyd's  
(Policy No B 1150)

On Vessel

Lloyd's

On Cargo

Latest Account

Sailed from Catalina N.F.  
for Halifax N.I. on the 22<sup>nd</sup> Nov.  
1905.

**BRONSON H.**—Halifax, N.S., Dec. 19.—Schooner Bronson H., Hansen, 98 tons, owned by N. and M. Smith, is now 27 days out from Catalina (N.F.) for Halifax, with a cargo of 3,000 qtls. dry fish, and as exceptionally heavy weather has prevailed grave fears are entertained for her safety.—Halifax (N.S.), Morning Chronicle.

L.L. Jan. 5, 1906

**BRONSON H.**—St. John's, N.E., Jan. 3.—The schooner Bronson H., with crew of six men, and the schooner Energy, with seven men aboard, both missing since the gale of Dec. 1, have finally been given up as lost.—New York Journal of Commerce.

12, 1906

**BRONSON H.**—London, Jan. 20.—Following is extract of letter dated Jan. 18:—Advices from Montreal state that this vessel is regarded by seafaring men in Halifax as lost. We understand she sailed from Catalina (Newfoundland) on Nov. 22 for Halifax, direct, and has not since been heard of. The average time for a vessel of this class would be about seven days.

22 1906

Crew:— 6

Apprentices

Catalina N.F. is 60 miles N.N.W. of  
St. John's N.F.

Number of Days out

76 83

COMMITTEE'S DECISIONS.

On Board — 7<sup>th</sup> Feb. 1906  
Posted missing — 14<sup>th</sup> Feb. 1906



# St. Donatien of Nantes, Bertrand, Tons 1648 gross 1259 net.

Bordeaux for Adelaide

Application submitted

7<sup>th</sup> Feby 1906

REMARKS.

Subscribers making application

Fred Finch 3957<sup>06</sup>

Interested as Broker.

Owners

L. Bureau & fils  
12 Boulevard Delorme  
Nantes

Cargo In Ballast

Sand &amp; Gravel

1150 tons

Insurance effected at

Nantes &amp; London.

On Vessel

On Cargo

Owners forward an official document stating that vessel has been struck out of the French Customs Register presumed totally lost.

Latest Account

Sailed from Bordeaux for Adelaide on the 25<sup>th</sup> May 1905 and was spoken on the 6<sup>th</sup> July 1905 in lat. 5 N. long 27 W.

Crew:— 22.

Apprentices

Number of Days out

from sailing 257 264  
speaking 215 222

COMMITTEE'S DECISIONS.

On Board -

7<sup>th</sup> Feby, 1906

Posted missing -

14<sup>th</sup> Feby, 1906



No. 3013

*Pluvier*

of Aberystwith,

Official Number

97474, Parry

Tons 120 gross 120 net.

*Figueira*

for Portmadoc

Application submitted

14<sup>th</sup> Feb. 1906

REMARKS.

Subscribers making application

Sedge Leigh & Humphery <sup>4259</sup>/<sub>00</sub>

Interested as Brokers for the Owners.

Owner

Griffith Prichard  
Portmadoc

Cargo

In Ballast

80 tons Sand ballast

Insurance effected at

Portmadoc Mutual  
Ship Insurance Society

On Vessel

Lloyd's

Disturbance  
On ~~6~~ 5

Latest Account

Sailed from Figueira  
for Portmadoc on the 24<sup>th</sup> Dec<sup>r</sup>  
1905

Crew:— 5

Apprentices nil

Number of Days out

51 65 72.

COMMITTEE'S DECISIONS.

Deferred 14 days — 14<sup>th</sup> Feb. 1906  
 On Board — 28<sup>th</sup> Feb. 1906  
 Posted missing — 7<sup>th</sup> March 1906

**PLUVIER.**—Portmadoc, Jan. 24.—Pluvier, Figueira for Portmadoc: Nothing has been heard of this vessel since date of sailing, Dec. 24, and great anxiety is felt as to her safety.

L.L. Jan. 25 1906

Kinsale, Feb. 2.—It is stated that a farmer living at Rennie's Bay picked up on Jan 25 a silver watch and chain bearing the name inside the case of "Stanley E. Terrill, master mariner," recognised by Mrs. Terrill, the mother of the above, as belonging to her son, of the schooner Pluvier. There were also found some clothes, a cap, with the name "F. Collins," a shirt, with the name "Swansea" on the neck, a compass, a telescope, and a ship's figurehead of a bird, but no trace of cargo. —[Feb. 3.—The coastguards report that as a result of their inquiries for several days, in their opinion no wreck took place there, and the little wreckage showing was probably from some distant wreck.—[See Pluvier in issue of Jan. 25.]

Feb. 6 1906

Portmadoc, Feb. 6.—The owners of the schooner Pluvier state that a Cork newspaper of Jan. 12 reported that a wreck had taken place off the Rennies, and that two bodies had washed ashore. The report adds that quantities of shirts, jackets and trousers, and spars, ropes, and gear were to be seen at the bottom of the cliffs in a very inaccessible position. The coastguards at Oysterhaven have picked up the wheel of a pump, marked "Williams and Sons, Portmadoc." The figurehead of the Pluvier was a bird.—[See report from Kinsale in issue of yesterday.] [An erroneous version of this paragraph appeared in issue of yesterday.]

7. 1906



No. 3014

*Isabella Stuart* of Campbeltown. Official Number 4421  
 Samuel Bryson 56 tons register  
 Irvine for Campbeltown

Application submitted

14<sup>th</sup> Feb. 1906

REMARKS.

Subscribers making application

L. W. Hammond & Co.  
4088  
06

Owner

Samuel Bryson

The Captain was the Owner.  
 The letter accompanying the application  
 is from the Harbour Master at  
 Irvine.

Cargo

Coal

98 tons of coal from M. J. K. Campbell.  
 (Harb. Master Irvine)

Insurance effected at

On Vessel

On Cargo

Glasgow

Latest Account

Sailed from Irvine  
 for Campbeltown on the  
 18<sup>th</sup> Jan'y 1906

Campbeltown. Jan. 24, 3 47 p.m. - Schooner Isabella  
 Stuart, of Campbeltown, left Irvine for Campbeltown,  
 with coals, Thursday afternoon, has not arrived. No  
 news or trace of any kind; feared lost.

L. L. Jan 25. 1906

Crew: - 3

Apprentices

Number of Days out

~~26~~ 40 47

COMMITTEE'S DECISIONS.

Deferred 14 days -  
 On Board -  
 Posted missing -

14<sup>th</sup> Feb. 1906  
 28<sup>th</sup> Feb. 1906  
 7<sup>th</sup> Mch. 1906



No. 3015

*Energy* of St John's N.F. Official Number 69539, Furneaux,  
Tons 146 gross 129 net  
Oporto for St. John's N.F.

Application submitted

14<sup>th</sup> Feby. 1906

REMARKS.

Subscribers making application

Eugene A. White 4879/06

Interested as having insured the outfit

Owners

A. Goodridge Sons  
St. John's N.F.

Cargo In ballast

Insurance effected at

Uninsured

On Vessel.

Lloyd's

On Outfit

On Cargo

W. P. A. White wrote under date Feb. 19. 1906  
that the outfit was insured at Lloyd's 5415

Latest Account

Sailed from Oporto for  
St. John's N.F. on the 26<sup>th</sup>  
September 1905

BRONSON H.—St. John's, N.F., Jan. 3.—The schooner Bronson H., with crew of six men, and the schooner Energy, with seven men aboard, both missing since the gale of Dec. 1, have finally been given up as lost.—New York Journal of Commerce.

L. L. Jan. 12 1906

Crew:— 7

Apprentices

Number of Days out

~~140~~ ~~147~~ 154

COMMITTEE'S DECISIONS.

Deferred for enquiries

regarding insurance —

14<sup>th</sup> Feb. 1906

On Board —

21<sup>st</sup> Feb. 1906

Posted missing —

28<sup>th</sup> Feb. 1906



Olive (s) of Sunderland. Official Number 87337, Stafford  
Tons 1300 gross 824 net  
Santander for Middlesbrough

Application submitted

21<sup>st</sup> Feb. 1906

REMARKS.

Subscribers making application

W. Symondson

Interested as Broker for the  
Cargo.

Owner

John Hopper  
22 John Street  
Sunderland

Cargo

Iron Ore

Insurance effected at

Mutual Clubs

On Vessel

Lloyd's

On Cargo

Latest Account

Sailed from Santander  
for Middlesbrough on the  
17<sup>th</sup> Jan 1906.  
Lloyd's Agent at Santander gives  
the date of sailing as 15<sup>th</sup> Jan. 1906  
Crew: - 17.  
Apprentices

Number of Days out

~~34~~ ~~45~~ 55

COMMITTEE'S DECISIONS.

Deferred 14 days - 21<sup>st</sup> Feb. 1906  
On Board - 7<sup>th</sup> Mch. 1906  
Posted missing - 14<sup>th</sup> Mch. 1906



No. 3017

Athos (s) of Kingston (Ja.) Official Number 81322, E.H. Dobson Tons 1947 gross  
1256 net  
Sydney (C.B.) for Genoa

Application submitted

28<sup>th</sup> Feb. 1906

REMARKS.

Subscribers making application

Sidney Wishart 60<sup>87</sup>/<sub>06</sub>

Interested as Broker

Owner

John Macdowall Maunay  
18 Broadway  
New York

Cargo

Pitch

1819 tons here pitch

Insurance effected at

Lloyd's

On Vessel

Lloyd's

On Cargo

Latest Account

Sailed from Sydney C.B.  
for Genoa on the 28<sup>th</sup> Dec. 1905  
L.L. gives destination as Genoa & Trapani.

ATHOS (s).—New York, Dec. 27.—A lantern upset in the hold of the steamer Athos while she was loading pitch at Sydney (C.B.) on Dec. 22 for Genoa, and her cargo caught fire. The fire was extinguished with difficulty. (Memo.: The Athos left Sydney, C.B., Dec. 28).

L.L. Jan. 20/06

Crew:— 29

Apprentices

Lloyd's Agent at Trapani wrote under date Mch. 12/06  
"Athos is - We have just learned that this steamer will not  
come here any more." 77<sup>84</sup>/<sub>06</sub>  
Lloyd's Agents at Palermo wrote under date Mch. 13/06  
"Athos is - We now learn this steamer does not go to  
Trapani and that charter has been cancelled." 78<sup>15</sup>/<sub>06</sub>

Number of Days out

61 75 82

COMMITTEE'S DECISIONS.

Deferred 14 days — 28<sup>th</sup> Feb. 1906  
On Board — 14<sup>th</sup> Mch. 1906  
Posted missing — 21<sup>st</sup> Mch. 1906



# Golden Era

(steam trawler) of Hull; Official Number 118792  
Tons 261 gross 95 net.  
Iceland for Hull

Application submitted

28<sup>th</sup> Feb. 1906

Subscribers making application

Chas. Wright

Owners

Hall Leyman & Co. Ltd  
St. Andrew's Dock  
Hull.

Cargo

Fish

Insurance effected at

with a Club and at  
Lloyd's

On Vessel

No Insurance

On Cargo

Latest Account

Sailed from Dyre Fjord  
(Iceland) 19<sup>th</sup> December 1905 for  
Hull.

Crew:— 12

Apprentices nil

Number of Days out

70-77

REMARKS.

Interested as Insurance Broker for  
the ship.The only information received at Lloyd's of this vessel  
contained in the following paragraph.

**GOLDEN ERA** (steam trawler).—London, Jan. 8.  
—No news has been received at Hull yet concerning the  
steam trawler Golden Era, which left the Iceland fish-  
ing grounds three weeks ago on her homeward voyage.  
Other vessels of the fleet, which left after the Golden  
Era, have reached Hull, but have not spoken the miss-  
ing trawler.—Morning Post.

L. L. Jan 8, 1906

COMMITTEE'S DECISIONS.

On Board —  
Posted missing —28<sup>th</sup> Feb. 1906  
7<sup>th</sup> Mch. 1906



No. 3019

*Girl of Devon* of Plymouth, Official Number 81040, Five  
Tons 136 gross 130 net  
Herring Neck (N. 3) for Lisbon

Application submitted

7<sup>th</sup> Mar 1906

REMARKS.

Subscriber making application

Eugene A. White <sup>6707</sup><sub>06</sub>

Interested as having insured the cargo

Owner

Sir J. A. Bellamy  
A. H. Shilston, Managing Owner  
Plymouth

Cargo

Fish

Insurance effected at

Lloyd's

On Vessel &  
Freight

Lloyd's

On Cargo

Latest Account

Sailed from Herring  
Neck (N. 3) for Lisbon on  
the 19<sup>th</sup> December 1905

Crew:— 6

Apprentices nil

Number of Days out

~~77~~ ~~91~~ 98

COMMITTEE'S DECISIONS.

Deferred 14 days — 7<sup>th</sup> Mch 1906  
On Board. — 21<sup>st</sup> Mch 1906  
Posted missing — 28<sup>th</sup> Mch 1906



# Drumcraig

of Victoria B.C. Official Number 91178, McCallum  
Tons 1979 gross 1851 net  
Astoria for Manila

Application submitted

21<sup>st</sup> March 1906

REMARKS.

Subscribers making application

C.T. Bowring & Co. (Insurance) Ltd  
8117  
for

Interested as Cargo Insurance Brokers

Owner:

Barneson-Hibberd Co. Inc.  
116 California Street  
San FranciscoLloyd's Register gives owners as:-  
Ship "Drumcraig" Co. Ltd  
Barneson Ross & Co., Managers.

Cargo

1609214 feet lumber  
and 500 tons stone ballast.

Insurance effected at

On Vessel

On Cargo

Lloyd's

Latest Account

Sailed from Astoria  
for Manila on the 22<sup>nd</sup>  
Sept. 1905

Crew:- 24

Apprentices 1

Number of Days out

~~179~~ ~~188~~ ~~200~~ 207

COMMITTEE'S DECISIONS.

Deferred one week - 21<sup>st</sup> March 1906  
 " 14 days - 28<sup>th</sup> March 1906  
 On Board - 11<sup>th</sup> April 1906  
 Ported missing - 18<sup>th</sup> April 1906

## BOTTLE PICKED UP.

Victoria, B.C., March 16.—A bottle message found at Halfmoon Bay, near San Francisco, solves the mystery of the Drumcraig's fate or is a hoax. The British barque Drumcraig, which was registered at this port, left the Columbia river on Sept. 20 for Manila and never arrived. The bottle message, a note found in a tightly corked bottle picked up by a member of a real estate excursion party at Halfmoon Bay, read:—"The British Drumcraig, Capt. McCallum, sinking at sea north latitude 43, west longitude 127. W. W. Bales, able seaman." The position given is one in which the Drumcraig would have been in all probability within a few days after leaving the Columbia River, and is about 130 miles west of Cape Blanco, near the Oregon-California line.—Victoria (B.C.) Semi-Weekly Colonist.

L.L. April



No. 3021

*Pioneer* of Maldon, Official Number 62785, Kent, 79 tons register  
London for Newcastle

Application submitted

28<sup>th</sup> Mch. 1906

REMARKS.

Subscriber making application

John Godwin <sup>8569</sup>

Interested as Broker for insurance on the cargo.

Owner

Joseph Sadler  
Holm Bay  
Maldon, Essex

Cargo

Teak logs and Ketches

Insurance effected at

Harwich Barge Assoc:  
for £400.

On Vessel

Lloyds for £2400.

On Cargo

Latest Account

Sailed from London  
for Newcastle on the 24<sup>th</sup> Jan 1906  
and was in Grimsby Roads about  
the 4<sup>th</sup> Feby 1906.

**PIONEER.**—London, March 22.—The owner of the ketch Pioneer, of Maldon, 79 tons, writing from Maldon under date of March 21, states that the vessel sailed from London in the early part of January last, with a cargo of teak timber, bound for Newcastle. On Feb. 5 the owner received a note from the master from Grimsby Roads, and has heard nothing of the vessel since that date.

C. L. March 22 1906

Crew:— 4

Apprentices

Number of Days out

from sailing to 69  
" Grimsby Rds 57 58

COMMITTEE'S DECISIONS.

On Board — 28<sup>th</sup> Mch 1906  
Ported missing — 4<sup>th</sup> Apr 1906



# Chersones (s) of Odessa Schultz, Tons 1117 gross 660 net

## Antwerp for Pillau

Application submitted

25<sup>th</sup> April 1906

Re-submitted

23<sup>rd</sup> May 1906

Subscriber making application

P. A. Simson <sup>11096</sup><sub>06</sub>Arthur J. Pickford <sup>13253</sup><sub>06</sub>

Owner

F. Bernstein  
8 Longue Rue D'Hérenthals  
Antwerp

Cargo

Flag

Insurance effected at

the Compagnie Russe  
d'Assurance de Transport  
St. Petersburg

On Vessel

Antwerp & Rotterdam  
with several English Companies including  
the Union Marine, British Dominions,  
Union of Canton, Western, Excess Ins. Co.,  
Ulster Marine, Hull Underwriters.

On Cargo

Latest Account

Sailed from Antwerp for  
Pillau on the 15<sup>th</sup> March 1906

Crew:— 17

Apprentices nil

Number of Days out

~~40~~ ~~68~~ 75

REMARKS.

Without being interested

makes application at the request of an  
Insurance broker in Rotterdam.

**CHERSONES (s).**—*Flushing*, March 15, 11 38 a.m.  
—Russian steamer Chersones, Antwerp for Pillau,  
ashore Sardijkil, but expected to be floated at high  
water.

**CHERSONES (s).**—*Flushing*, March 15.—The  
steamer Chersones got off on the flood tide, without  
assistance, and proceeded.

**CHERSONES (s).**—*Konigsberg*, March 24.—The  
Russian steamer Chersones, which left Antwerp during  
the night of March 14 for this port, with flour,  
and which should have reached Pillau March 19 or 20,  
has not yet arrived.—*Borsen Halle*.—[See issues of  
March 15 and 17.]

L. L. Mech. 15, 1906

" " 17, 1906

" " 29, 1906

COMMITTEE'S DECISIONS.

There being no insurances in  
this country, the application was  
declined

25<sup>th</sup> Apl. 1906

On Board —  
Posted missing —

23<sup>rd</sup> May 190630<sup>th</sup> May 1906



No. 3023

Pride of the Southof Padstow, Official Number 84976  
Builder, Tons 143 gross 110 netGarston for Par  
and Holyhead

Application submitted

25<sup>th</sup> April 1906.

REMARKS.

Subscribers making application

Fletcher &amp; Welton

11223

Interested as Brokers

Owner

Arthur Jentkyns  
Coledown  
Botley

Cargo

Coal

Insurance effected at

On Vessel

Lloyd's

On Cargo

"Vessel commenced loading at Garston on 13<sup>th</sup> Dec<sup>r</sup> at 6 pm. and finished at 8.30 the following morning. Sailed on the 16<sup>th</sup> Dec<sup>r</sup> 1905  
"She shipped on board 226 tons 16 cwt Florida Coal (house) from the Collins Green Collieries, Earlestown, the shippers being Messrs A. Bathgate & Co. "Salv. Ass. L.P.L.  
The weather at Garston on the night 35762/06 of the 13<sup>th</sup> Dec<sup>r</sup> was damp and cloudy, and on the day of the 14<sup>th</sup> Dec<sup>r</sup> fine all day."

Latest Account

Sailed from Garston  
for Par on the 16<sup>th</sup> Dec<sup>r</sup> 1905  
and from Holyhead on the  
27<sup>th</sup> Dec<sup>r</sup> 1905.

Crew:— 5

Apprentices

Number of Days out

from sailing, 129—136  
" Holyhead 118—125

COMMITTEE'S DECISIONS.

On Board

25<sup>th</sup> April 1906

Posted missing —

2<sup>nd</sup> May 1906



# Coimbatore

of Porsgrund, Evensen, Tons 1205 gross, 1122 net.  
Newcastle N.S.W. for Algoa Bay

Application submitted

16<sup>th</sup> May, 1906

REMARKS.

Subscriber making application

Thomas Forbes

13066

Interested as Broker for cargo.

Owner Actieselsk. Coimbatore

M. Olsen

Porsgrund

Cargo

Coal

Pelaw Main Gas Coal.

Insurance effected at

Lloyd's

On Vessel

On Cargo

Latest Account

Sailed from Newcastle N.S.W.  
for Algoa Bay on the 11<sup>th</sup> Nov. 1905  
and was in collision on the 25<sup>th</sup> Dec.  
1905 Cape Leeuwin bearing E.N.E. (true)  
distant about 207 miles  
Crew:— 16 (of which one seaman saved)  
Apprentices

Number of Days out

from sailing +85 192  
collision +44 148

COMMITTEE'S DECISIONS.

On Board —  
Posted missing —

16<sup>th</sup> May, 1906  
23<sup>rd</sup> May 1906

**COIMBATORE.**—Adelaide, Jan. 16, 12 50 p.m.—Zinita, arrived Wallaroo, reports having been in collision at sea, Dec. 25, with another vessel. It is feared that the other vessel foundered, as nothing could be seen of her after the collision. The name of the vessel was Coimbatore.

**COIMBATORE.**—Adelaide, Jan. 17.—The master of the Zinita, which arrived at Wallaroo with loss of bowsprit after collision with the Norwegian barque Coimbatore, reports that the casualty occurred Dec. 25, 2 a.m., Cape Leeuwin bearing ENE (true), distant about 207 miles. The Zinita's bowsprit went between the other vessel's fore-rigging, bringing down her topgallantmast, yards, &c. The vessels drifted clear, and at about 3 10 a boat was sighted to leeward, apparently bottom up, with two men on it. Another boat was also seen making to rescue them. The Zinita was worked to maintain her position, but with freshening and unsteady wind and thick rain the ship and boats were lost to view, and although the Zinita kept about the position all day and night no sign of the other vessel was seen. While the vessels were locked one of the hands from the Coimbatore jumped on board the Zinita. The master of the Zinita does not think that the Coimbatore sank, as his vessel's way was stopped and the impact was very easy. He concluded that no serious damage was done to either vessel. The master of the Coimbatore shouted after the collision, "Don't leave us, we are sinking."

**COIMBATORE.**—Adelaide, Jan. 31.—At the Marine Board Inquiry recently held at Wallaroo, regarding the collision between the Coimbatore and Zinita, Captain McDonald, of the latter vessel, stated that the Zinita struck the Coimbatore in the port fore-rigging with the bowsprit a long way above the hull. The impact brought down the Zinita's topgallantmast and bent her bowsprit. Captain McDonald continued:—The Coimbatore passed on the starboard. The wires were entangled for 3 or 4 minutes. I spoke to the master, who asked me not to leave him as his vessel was sinking. I told him I was putting a boat out and asked him to do so too. We hove to and showed blue lights at intervals. I never saw the Coimbatore's lights after we hove to. The boat seen at 8 o'clock was bottom up and not near enough to throw a line to.—[See issue of Feb. 20.]

L.C. Jan. 16 1906

.. Feb 20. 1906

.. Mch. 6 1906



No. 3025

*Minister Jansen* (steam trawler) of Bremen, Dirks  
 Tons 158 gross 44 net  
 Geestemunde for North Sea Fishing Grounds

Application submitted

16<sup>th</sup> May 1906

REMARKS.

Subscribers making application

W. P. Iyzer

Interested as Insurance Broker.

Owners

Deutsche Dampffischerei-Gesells. Nordsee  
Nordenham

Cargo

...

Insurance effected at

Lloyds and Companies

On Vessel

On Cargo

Latest Account

Sailed from Geestemunde  
 for the North Sea Fishing  
 Grounds on the 4<sup>th</sup> March 1906

**MINISTER JANSEN** (s).—Nordenham, March 20.  
 —Anxiety is felt for the safety of the steam trawler  
 Minister Jansen, Dirks, which left March 4 for a fishing  
 voyage in the North Sea.—Weser Zeitung.

L.L. March 23 1906

Crew:— 10

Apprentices

Number of Days out

72 7/8

COMMITTEE'S DECISIONS.

On Board — 16<sup>th</sup> May 1906  
 Posted missing — 23<sup>rd</sup> May 1906



Florida <sup>151</sup> of Hamburg, Tons 3440 gross 2237 net.  
Singapore for Vladivostock

Application submitted

30<sup>th</sup> May 1906

REMARKS.

Subscribers making application

P.A. Simson

Interested as Broker

Owner

M. Jebsen  
Reichenhof  
Hamburg.

Cargo

Railway Material

Re - Insurance effected at

Lloyd's

On Vessel

On Cargo

Latest Account

Sailed from Singapore  
for Vladivostock on the  
9<sup>th</sup> Nov. 1905

**FLORIDA** (s).—London, Feb. 9.—The following is an extract of a letter received from Hamburg:—We regret to be obliged to inform you that we consider this steamer totally lost. According to *Lloyd's Weekly Shipping Index*, the vessel sailed from Singapore for Vladivostock on Nov. 9, 1905, and the shipowner has not heard of the vessel since.

L.L. Feb 10, 1906

Crew:—36

Apprentices

Number of Days out

~~201~~ 208

COMMITTEE'S DECISIONS.

On Board - 30<sup>th</sup> May 1906  
Posted missing - 6<sup>th</sup> June 1906



No. 3027

*Nicholas Thayer* of Seattle, Wash., C.H. Jensen  
 Tons 585 gross 555 net.  
 Seattle for Seward, Alaska

Application submitted

20<sup>th</sup> June 1906

REMARKS.

Subscribers making application

L. W. Hammond & Co.  
15487/06Interested as Insurance Brokers  
for CargoOwners Seattle Shipping Co.  
Globe Block  
Seattle

Confirmed by Lloyd's Agent Seattle. 16263 + 17206

Cargo

Lumber, merchandise and coal.

Owners given in Register as Alaska Packers Association, but Applicants forward a B/L which Seattle Shipping Co. sign as Agents of Vessel. They also sign the letter giving latest information.

The Port of Registry is given in the Register as San Francisco

Insurance effected at

Seattle, Wash., London &amp;c } On Vessel

Liverpool &amp; London } On Cargo

The whole of the cargo is insured in England £800 at Lloyd's and £300 with the Maritime Insurance Co. Liverpool

Latest Account

Sailed from Seattle  
for Seward, Alaska, on the  
10<sup>th</sup> Jan. 1906  
Sailing confirmed by Lloyd's Agent Seattle  
16263 + 17206

Crew:— 10

Apprentices

Number of Days out

160 167 174

COMMITTEE'S DECISIONS.

Deferred one week and for telegraphic  
confirmation of sailing by Agent. — 20 June 06  
On Board. 27<sup>th</sup> June 1906  
Posted Missing 4<sup>th</sup> July 1906

C.L. Mch 31, 1906

C.L. Apr 17, 1906

San Francisco, March 15.—Considerable fear is felt for the fate of the barque Nicholas Thayer, which sailed from Seattle, Jan. 10, for Seward. The vessel was loaded with a general cargo. She was also taking a shipment of lumber and coal for Seward.—San Francisco Daily Commercial News.

NICHOLAS THAYER.—Seattle, April 3.—News of the finding of wreckage of a sailing vessel near Kaguiak, Alaska, was brought to Seattle yesterday by steamer Farallon. The wreckage is believed to be part of barque Nicholas Thayer, which sailed from Seattle for Seward, Jan. 10. The Nicholas Thayer carried 150 tons of coal, 425,000 feet of lumber, and 150 tons of general merchandise.



Scintilla of St John's (N.F.), Official Number 111643 Randell  
 Tons 110 gross 100 net  
 Naples & Gibraltar for St John's N.F.

Application submitted

27<sup>th</sup> June 1906

REMARKS.

Subscribers making application

G. J. Bowring &amp; Co (Insurance) Ltd

Interested as Brokers

Owner

A. Lawrence  
St John's N.F.

Cargo

In ballast

Insurance effected at

Lloyd's &amp;c

On Vessel

On Cargo

Latest Account

Sailed from Gibraltar  
for St John's N.F. on the  
29<sup>th</sup> December 1905

Crew:—

6

Apprentices

Number of Days out

179 186

COMMITTEE'S DECISIONS.

On Board  
Posted Missing27<sup>th</sup> June 1906  
14<sup>th</sup> July 1906



No. 3029

E. Paulsen of Elsfleth, Schnieders, Tons 707 gross, 647 net  
Hamburg for Montevideo & Buenos Ayres.

Application submitted

REMARKS.

15<sup>th</sup> Aug. 1906  
Re-submitted 22<sup>nd</sup> Aug. 1906

Subscribers making application

H. C. Faber <sup>20722</sup>/<sub>06</sub>Barber & D'Ambrumenil <sup>2114</sup>/<sub>06</sub>

Interested on behalf of Owners.

Interested as Brokers for part cargo.

Owner

Fr. Johannsen  
Hamburg

Cargo

Merchandise  
Chalk &c

Insurance effected at

Hamburg

On Vessel

Lloyd's &amp; elsewhere

On Cargo

Messrs Barber & D'Ambrumenil have  
insured 500 bags of chalk value £200.

Latest Account

Sailed from Hamburg  
for Montevideo & Buenos Ayres  
on the 24<sup>th</sup> Jan. 1906, and  
from Cuxhaven on the  
31<sup>st</sup> Jan. 1906

Crew:— 14

Apprentices

Number of Days out

~~195~~ 202 207

COMMITTEE'S DECISIONS.

There being no insurable interest  
in this country, the application  
was declined — 15<sup>th</sup> Aug. 1906.

On Board — 22<sup>nd</sup> Aug. 1906  
Posted Missing — 29<sup>th</sup> Aug. 1906



Cenric of Beaumaris Official Number 120786 party, Tons 135 gross 98 net  
Twillingate N.F. for Sydney C.B.

Application submitted

22<sup>nd</sup> Aug 1906

REMARKS.

Subscribers making application

Sedge Leigh & Humphery <sup>208000</sup>

Interested as Brokers for Owners

Owners

Wm Thomas Sons  
Amlweb Port  
Anglesey

Cargo

In ballast

Insurance effected at

Mutual Clubs

On Vessel

On Cargo

Lloyd's for £200

On Freight

Latest Account

Sailed from Twillingate N.F.  
for Sydney C.B. on the 12<sup>th</sup> June  
1906.

London, Aug. 14.—The owners of the British schooner Cenric, which arrived at Twillingate (N.F.), May 25, in answer to inquiry for latest news of the vessel, write from Amlweb, Aug. 11, that the Cenric sailed from Twillingate (N.F.) for Sydney (C.B.) on June 12 and has not since been reported.

CENRIC.—North Sydney, C.B., Sept. 1.—The Cenric has not arrived here. It was reported that she left Twillingate in company with the Arietis and that they were together until near Cape Race, when a north-east gale sprang up, and two hours afterwards there was no sign of the Cenric. The theory here was that probably the ballast shifted and that she went over.—[See issue of Aug. 14.]

L.C. Aug. 14, 1906

" Sept. 15 1906

Crew:— 5

Apprentices

Number of Days out

~~70~~ ~~91~~ ~~98~~ 105

COMMITTEE'S DECISIONS.

Deferred three weeks - 22<sup>nd</sup> Aug 1906  
Enquiries to be made of  
Sydney C.B. to confirm non arrival.  
Deferred for letter from Sydney C.B. - 12<sup>th</sup> Sept  
On Board - 19<sup>th</sup> Sept  
Posted missing - 26<sup>th</sup> Sept 1906



No. 3031

*Rodenbek* of Hamburg, Wiltschy Tons 1736 gross 1602 net  
 Liverpool for Sydney N.S.W. and Newcastle N.S.W.

Application submitted

29<sup>th</sup> Aug. 1906

REMARKS.

Subscribers making application

The United Insurance Co. Ltd.  
214/14/06

Interested as Underwriters on cargo.

Owners

Knöhr & Burchard NfL  
Neptun Haus  
Hamburg

Cargo

General merchandise

Insurance effected at

London

On Vessel

On Cargo

Latest Account

Sailed from Liverpool for  
 Sydney NSW and Newcastle NSW on the  
 23<sup>rd</sup> Jan. 1906, and was spoken on  
 the 12<sup>th</sup> Feb. 1906, in lat. 13 N. long. 27 W.

Liverpool, June 5, 2 39 p.m.—Cable received in  
 Liverpool to-day from Sydney states:—No news of  
 Rodenbek.

G.L. June 6, 1906

Crew:— 21

Apprentices

Number of Days out

from sailing 217 224  
 " speaking 197 204

COMMITTEE'S DECISIONS.

On Board — 29<sup>th</sup> Aug. 1906  
 Posted missing — 5<sup>th</sup> Sept 1906



# Ferdinand Fischer of Bremen Arfmann

Tons 1777 gross 1673 net  
Geelong for Queenstown f.o.

Application submitted

5<sup>th</sup> Sept. 1906

REMARKS.

Subscribers making application

N. B. Sedgwick & Co.  
22152-06

Interested on behalf of Owner.

Owner

Herm. Danielsberg  
P.O. Box 138  
Bremen

Cargo

Wheat

Insurance effected at

Bremen

On Vessel

The Standard Fire &  
Marine Insurance Co of  
New Zealand.

On Cargo

Latest Account

Sailed from Geelong  
for Queenstown, for orders,  
on the 3<sup>rd</sup> February 1906

Crew:— 20

Apprentices 3

Number of Days out

~~213 227~~ 234

COMMITTEE'S DECISIONS.

Deferred 14 days - 5<sup>th</sup> Sept. 1906  
On Board - 19<sup>th</sup> Sept. 1906  
Posted missing - 26<sup>th</sup> Sept. 1906



No. 3033

Colombia of Tvedestrand, Oqvist, Tons 1281 gross 1202 net

Wallaroo for Falmouth f.o.  
(South Australia)

Application submitted

12<sup>th</sup> Sept. 1906.

REMARKS.

Subscribers making application

A. J. Alexander  
(J. H. Fox & Co.) <sup>22/11/06</sup>

Interested as Agent for Owners of Cargo.

Owner

N. A. Rydersen  
Sundet pr.  
Boroen

Cargo

Wheat

Insurance effected at

On Vessel

Lloyd's

On Cargo

Latest Account

Sailed from Wallaroo  
for Falmouth for orders  
on the 26<sup>th</sup> January 1906.

Crew:—

Apprentices

Number of Days out

~~228~~ 235

COMMITTEE'S DECISIONS.

On Board — 12<sup>th</sup> Sept. 1906.  
Posted missing — 19<sup>th</sup> Sept. 1906.



Graphic of Jersey, Official Number 68776, William Denning  
Tons 68 gross 60 net.  
Jersey for Plymouth.

Application submitted

10<sup>th</sup> Oct 1906

REMARKS.

Subscriber making application

E. P. James <sup>24/10/06</sup>Interested as Agent on behalf of the  
Administrators

Owner

William Denning

The Owner was the Captain. The  
letter accompanying the application  
is signed by the Solicitor acting  
for the Executors of Captain Denning

Cargo In ballast.

Captain Denning very recently purchased  
the vessel from P. de Seleur the  
owner given in Lloyd's Register.

Insurance effected at

Lloyd's  
(£200 against Total Loss only)

On Vessel

Nil

On Cargo

Latest Account

Sailed from Jersey for  
Plymouth on the 14<sup>th</sup> September 1906

**GRAPHIC.**—London, Sept. 27. — News reached Jersey this morning that the body of Captain Denning, of the schooner Graphic, of Jersey, 60 tons, had been picked up off Portrieux. The Graphic left Jersey on the 14th inst. for Plymouth, and great fears have been entertained for her safety. She was caught in a heavy gale shortly after leaving Jersey.—Press Association.

L. L. Sept. 27 1906

Crew:—

Apprentices

Number of Days out

~~25~~ 53 60

COMMITTEE'S DECISIONS.

Deferred one month - 10<sup>th</sup> Oct 1906  
On Board - 7<sup>th</sup> Nov. 1906  
Posted missing - 14<sup>th</sup> Nov. 1906



No. 3035

# Jorgen Bang

of Grimstad, Danielson Tons 744 gross 675 net  
 Sourabaya for Delagoa Bay

Application submitted

24<sup>th</sup> Oct 1906

REMARKS.

Subscribers making application

Dumas &amp; Wylie Ltd. 26199

McIlwraith M. Eacharn & Co. Prop<sup>rs</sup> Ltd. 26210

Interested as having insured the cargo.

Interested as Charterers

Owner

J. Bang  
Grimstad

The Sub. Agent at Grimstad forwarded a letter from the Owner dated 23<sup>rd</sup> October 1906 in which he states he has no news. 2669

Cargo

Teak Railway Sleepers

Insurance effected at

Agden Assuranceforening Grimstad } On Vessel

Lloyd's } On Cargo

Latest Account

Sailed from Sourabaya for Delagoa Bay on the 22<sup>nd</sup> March 1906 and passed Bali Straits previous to 29<sup>th</sup> March 1906.

Crew:— 12.

Apprentices

Number of Days out

215 222

COMMITTEE'S DECISIONS.

On Board — 24<sup>th</sup> Oct 1906  
 Posted missing — 31<sup>st</sup> Oct 1906

Seychelles, Jan. 30.—The wreck of the sailing vessel previously reported on Providence Bank was visited Aug. 3 and found to be lying in 6 feet water at low tide. The part of the hull remaining was only 12 or 14 feet in depth, and there was a complete absence of boats, rigging, masts, spars, anchors or chains. She had very fine lines, was North-country built, and six or seven years old. All her upper works had been destroyed. Length of keel 132 feet and at the beams 32 feet; supposed tonnage 1,200. 1,396 sleepers have been saved and many more will be recovered. A broken beam washed ashore on Providence Island is marked "N.B.—J.B.G.S.," and a sheet of copper is stamped "Orm-sauer Kupur." A certain number of the salvaged sleepers are marked "J.B.E.M."—[Memo.: J.B.G.S. are the signal letters of the Norwegian vessel Jorgen Bang, which was posted missing in October last.]

L.R. Feb. 21 1907



C. P. Dixon of New York, Leighton, Tons 717 gross 681 net  
Philadelphia for Fajardo, P.R. Porto Rico.

Application submitted

14<sup>th</sup> Nov. 1906

REMARKS.

Subscribers making application

Watson &amp; Hampton 28267/26

Interested as having insured  
the cargo.

Owners

Pendleton Bros.  
130-132 Pearl Street  
New York

Cargo

Coal

Cargo consisted of 1016 tons bituminous  
coal valued at \$2794  
There was no other cargo. *apl Phil<sup>a</sup> 32653/26*

Insurance effected at

Lloyds

On Vessel

Lloyds

On Cargo

On Dec. 19 Messrs Watson & Hampton handed  
in copy of telegram from Fajardo  
received Oct. 12, 1906 in reply to an enquiry asking  
if C.P. Dixon & company had arrived, which stated that they had.  
On Jan. 30, Messrs Watson & Hampton handed  
in certificate from Deputy Collector of  
Customs at Fajardo P.R. dated 7 Jan 1907  
certifying that vessel called C.P. Dixon had  
not arrived at that port.

Latest Account

Sailed from Philadelphia No information concerning this  
for Fajardo P.R. on the 30<sup>th</sup> Aug 1906. Vessel has been published in  
"Lloyd's List."

Sailing date obtained from the  
"New York Maritime Register"

Crew:— 8

Apprentices

Number of Days out

75 + 110 + 152 = 337

COMMITTEE'S DECISIONS.

Deferred for inf<sup>n</sup> from Fajardo - 14<sup>th</sup> Nov. 1906  
Deferred for later inf<sup>n</sup> from Fajardo - 19<sup>th</sup> Dec  
On Board - 30<sup>th</sup> Jan. 1907  
Posted missing - 6<sup>th</sup> Feb 1907



*S. O. Co. No. 90.*

No. 3037

*(Barge) of New York Tons 1944 gross  
1762 net*

*Port Arthur, Texas for New York - in tow*

Application submitted

*21<sup>st</sup> Nov. 1906*

REMARKS.

Subscribers making application

*Herbert Worsley*

*Willis Faber & Co. 288 34/06*

*Interested as Broker for the Insurance  
of the Hull*

Owners

*The Standard Oil Company of  
New York, 26 Broadway  
New York*

Cargo

*Oil*

Insurance effected at

*Lloyds and with  
companies*

On Vessel

On Cargo

*The "S. O. Co. No 90" was equipped with  
four sails:-*

*Stay Sail  
Fore Sail  
Main Sail  
Mizzen Sail.*

*per letter from Standard Oil Co. dated New York  
Dec. 4, 1906. forwarded by Messrs Willis  
Faber & Co. Ltd. 319/10/06.*

Latest Account

*Sailed from Port Arthur  
(Texas) for New York on the  
22<sup>nd</sup> September 1906, in tow of  
"Astral", and broke adrift 225  
miles west Tortugas on 25<sup>th</sup> Sept. 1906.*

Crew:- 9

*Apprentices*

NO. 90 (Standard Oil Company's barge).—London,  
Oct. 2.—Following cablegram from New York:—Oil  
laden, broke adrift from Astral, Sept. 25, 225 miles  
west Tortugas; equipped wireless, as are other vessels  
Standard Oil Company's Fleet. Several of their  
steamers instructed look out for her.

*L.L. Oct 2, 1906*

*The sailing from Port Arthur has not  
been reported in Lloyd's*

Number of Days out

*from sailing 59 73 80  
" breaking adrift 56 70 77*

COMMITTEE'S DECISIONS.

*Deferred 14 days — 21<sup>st</sup> Nov. 1906  
On Board — 5<sup>th</sup> Dec. 1906  
Ported missing — 12<sup>th</sup> Dec. 1906*



# Port Stephens (s) of London, Jolly, Official Number 10288

Tons 3554 gross 2278 net

Camara for Newcastle N.S.W.

Application submitted

28<sup>th</sup> Nov. 1906

Re-submitted

16<sup>th</sup> Jan. 1907 - See folio 41

Subscribers making application

Holmwood & Holmwood Ltd.  
29655/26

Interested as Insurance Brokers to Owners

Owners

Anglo Australasian Steam Navigation Co. Ltd.  
W. Milburn & Co. Managers  
130 Fenchurch St. E.C.On Loss Book October 15  
abandoned.

Cargo

In Water Ballast

Insurance effected at

Lloyds &amp; Companies

On Vessel

On Cargo

Latest Account

Sailed from Camara  
for Newcastle N.S.W. on the  
1<sup>st</sup> October 1906 and was  
abandoned on the 8<sup>th</sup> October 1906 in  
lat. 49.21 S. long. 164.48 E. Shaft broken  
Crew: - 33

Apprentices

Number of Days out

from sailing 57  
" abandonment 50

REMARKS.

**PORT STEPHENS (s).** - Dunedin, Oct. 15, 3 20 p.m. - Port Stephens (s), Dunedin, Newcastle; crew landed here; propeller lost; abandoned at sea. All hands safe.

L.L. Oct. 15, 1906

London, Oct. 16. - Port Stephens (s): The owners are advised by the Union S.S. Co., of New Zealand, that they have sent their steamer Rakanoa in search of above steamer.

16, 1906

**PORT STEPHENS (s).** - London, Oct. 19. - Port Stephens (s): A telegram from Dunedin has been received as follows: - Abandoned Oct. 8, 49 21 S, 164 48 E. Tail shaft broken stern tube.

19, 1906

**PORT STEPHENS (s).** - London, Oct. 24. - In reply to telegram sent to Dunedin asking "was she leaking and what was cause of abandoning," the following has been received, dated Dunedin, Oct. 24: - No, unable repair and through scarcity of supply provisions.

24, 1906

**PORT STEPHENS (s).** - London, Oct. 25. - The Union Steamship Company of New Zealand's steamer Rakanoa, which went in search of the Port Stephens (s), returned without finding her. - Daily Express. - [See issue Oct. 18.]

26, 1906

**PORT STEPHENS (s).** - Liverpool, Nov. 1, 10 6 a.m. - Port Stephens (s): Telegram received in Liverpool, dated Dunedin, 31st, states Rakanoa returned unsuccessful, tug Champion, Newcastle, now searched (? searching).

Nov. 1, 1906

**PORT STEPHENS (s).** - London, Nov. 8. - Following cable received by owners: - Champion arrived, coaled, received orders and proceeded from Lyttelton, Oct. 26. Have no further news. All hope is abandoned finding Port Stephens.

9, 1906

**PORT STEPHENS (s).** - London, Nov. 22. - Owners advise that their tug Champion has arrived back at Newcastle from an unsuccessful search for the Port Stephens.

22, 1906

COMMITTEE'S DECISIONS.

Application declined - Vessel posted  
28<sup>th</sup> Nov. 1906  
on Loss Book.



No. 3039

*Why Not*of Liverpool, Official Number 35600, Condron  
80 Tons register  
Newport, Mon for Waterford.

Application submitted

5<sup>th</sup> Dec. 1906.

REMARKS.

Subscribers making application

Arthur D. Bradford

30429  
06Interested as having effected the  
insurance on the vessel.

Owner

E. C. Jones  
189 Regent Road  
LiverpoolOwner has not forwarded letter but  
has signed form.

Cargo

Coal.

Newport Red Ash Large House Coal  
shipped by Messrs Budd & Co. aft Newport Mon  
30620  
06

Insurance effected at

Lloyd's

On Vessel

Lloyd's

On Cargo

Latest Account

Sailed from Newport  
Mon. for Waterford on  
the 30<sup>th</sup> October 1906

Crew:— 5

Apprentices

Number of Days out

35 ~~78~~ 85

COMMITTEE'S DECISIONS.

Deferred 21 days — 5<sup>th</sup> Dec 1906  
On Board — 28<sup>th</sup> Dec 1906  
Posted missing — 2<sup>nd</sup> Jan. 1907



Milton of Liverpool N.Y. Tons 379 gross 348 net. Official No 116584  
 Manthorn  
 Cienfuegos (Cuba) for Mobile (Alabama)

Application submitted

12<sup>th</sup> Dec. 1906

REMARKS.

Subscribers making application

G. I. Bowring & Co. (Insurance) Ltd. Interested as Insurance Brokers  
 3079 8/16

Owner

J. A. Harlow  
 (Harlow & Kempton)  
 Milton  
 Queen's County, N. S.

Cargo

In ballast

Insurance effected at

Lloyd's

On Vessel

On Cargo

Latest Account

Sailed from Cienfuegos  
 (Cuba) for Mobile (Ala.) on  
 the 19<sup>th</sup> Sept. 1906.

Crew:— 8

Apprentices

Number of Days out

83-90

COMMITTEE'S DECISIONS.

On board

12<sup>th</sup> Dec. 1906

Ported missing

19<sup>th</sup> Dec. 1906

**MILTON.**—Halifax, N.S., Oct. 26.—British  
 Milton, captain Manthorn, from Cienfuegos SCCO  
 for Mobile, is supposed to have foundered in the recent  
 hurricane in the Gulf. She was in ballast.

L.L. Nov. 9. 1906

**MILTON.**—New York, Oct. 24.—Milton, British  
 barquentine, from Cienfuegos, Sept. 18, for Mobile.  
 The New York agents of the barquentine Milton  
 believe that from the description of the capsized vessel  
 recently passed in the Gulf by Captain McIntosh, of  
 the steamer Sabine, it is their vessel.

L.L. Dec. 8. 1906



No. 3041

Anna M. Stammer

of Moss Point (U.S.)  
Tons 420 gross 316 net

Gulfport for Cartagena (I.A.)

Application submitted

2<sup>nd</sup> Jan. 1907

REMARKS.

Subscribers making application

C. J. Bowring & Co. (Insurance) Ltd.  
153  
07Interested as Insurance Brokers of  
Hull policy

Owner

L. N. Dantzyler Lumber Co.  
Moss Point (Miss.)The letter accompanying the  
application is signed by C. H. Bruce,  
Managing Owner.

Cargo

Insurance effected at

Lloyd's

On Vessel

£150.

On Cargo

Latest Account

Sailed from Gulfport  
for Cartagena (I.A.) on the  
11<sup>th</sup> Sept. 1906.No information concerning this vessel  
has been published in "Lloyd's List."  
The sailing date is confirmed in the  
"New York Maritime Register."

Later

Crew:—

Apprentices

ANNA M. STAMMER.—London, Jan. 7.—The  
following cable has been received from New York  
respecting the Anna M. Stammer (schooner): Stammer  
derelict towed in Key West; informed underdeck  
cargo intact; salvors in possession.

L. L. Jan. 8. 1907

Number of Days out

112

COMMITTEE'S DECISIONS.

Deferred 14 days - 2<sup>nd</sup> Jan. 1907.  
Reported to Committee that vessel was  
towed in derelict - 9<sup>th</sup> Jan. 1907



Arcturus of Libau Grant, Tons 321 gross 289 net  
Laguna for United Kingdom or Continent.

Application submitted

9<sup>th</sup> Jan. 1907

REMARKS.

Subscriber making application

Henry Dumas 1907

Interested as Insurance Broker  
and Underwriter.

Owners

J. Markson & Grant  
Libau

Cargo

Wood.

Insurance effected at

Unknown.

On Vessel

Lloyd's

On Cargo

Latest Account

Sailed from Laguna  
for the United Kingdom or  
Continent on the 21<sup>st</sup> Aug. 1906.

ARCTURUS.—Libau, Jan. 2, 12 12 p.m.—Telegram received from owners states:—No advices have been received from Arcturus after proceeding (since sailing).—[Memo.: Above relates to Arcturus (Russian schooner), from Laguna for United Kingdom.]

L.L. Jan. 3 1907.

Crew:—

Apprentices

Number of Days out

~~140~~ 168 175

COMMITTEE'S DECISIONS.

Deferred one month - 9<sup>th</sup> Jan. 1907  
On Board - 6<sup>th</sup> Feb. 1907  
Posted missing - 13<sup>th</sup> Feb. 1907



No. 3043

Asa T. Stowell

of Providence R.I. Thompson

Tons 420 gross 345 net

Pensacola for Havana

Application submitted

16<sup>th</sup> Jan. 1907

REMARKS.

Subscribers making application

E. B. Hampton

Watson &amp; Hampton 1127

Interested as Brokers

Owner

John H. Gady  
122 Dorrance Street  
Providence R.I.

Cargo

Lumber.

Insurance effected at

Boston Insurance Co. \$ 3500

Prov. - Washington Ins. Co. \$ 500

On Vessel

Lloyd's

On Cargo

Latest Account

Sailed from Pensacola  
for Havana on the 22<sup>nd</sup> Sept 1906Owner states vessel sailed from Pensacola  
on the 23<sup>rd</sup> September 1906 for Havana

Crew: - 7

Apprentices

No information concerning this vessel  
has been published in "Lloyd's List"  
The New York Maritime Register published  
the date of sailing - marked "missing" -  
Name since removed from "New York  
Maritime Register"

Number of Days out

+15 +29 136

COMMITTEE'S DECISIONS.

Deferred 14 days - 16<sup>th</sup> Jan. 1907  
On Board - 30<sup>th</sup> Jan. 1907  
Posted missing - 6<sup>th</sup> Feb. 1907



# Port Stephens

(s) of London, Official Number 102853.

A. G. Jolly. Tons 3554 gross 2278 net.

Oamaru N.Z. for Newcastle N.S.W.

Application submitted

16<sup>th</sup> January 1907

Subscribers making application

London Assurance Corp<sup>y</sup>

S. Kennard Davis

Underwriter 1320/07

Owners

Anglo Australasian S. N. Co<sup>y</sup>W. Milburn & Co<sup>y</sup> Managers

Cargo

In Water Ballast

Insurance effected at

Lloyds &amp; Companies

On Vessel

On Cargo

Latest Account

Sailed from Oamaru N.Z. for Newcastle N.S.W. on the 1<sup>st</sup> October 1906, and was abandoned on the 8<sup>th</sup> October 1906, in latitude 49.21 S longitude 164.48 E, shaft broken.

Crew: 33

Apprentices

Note. Crew saved

Number of Days out

from sailing 106

" abandonment 99

REMARKS.

Interested as Underwriters on the Hull.

On Loss Book, October 15, abandoned.

At a Board of Trade Inquiry held at Dunedin on the 17<sup>th</sup> October 1906, the board found Master guilty of great error of judgment in abandoning the vessel.

**PORT STEPHENS** (s).—Dunedin, Oct. 15, 3 20 p.m.—Port Stephens (s), Dunedin, Newcastle; crew landed here; propeller lost; abandoned at sea. All hands safe.

L.L. Oct. 15, 1906

**PORT STEPHENS** (s).—London, Oct. 16.—Port Stephens (s): The owners are advised by the Union S.S. Co., of New Zealand, that they have sent their steamer Rakanoa in search of above steamer.

" " 16, 1906

**PORT STEPHENS** (s).—London, Oct. 19.—Port Stephens (s): A telegram from Dunedin has been received as follows:—Abandoned Oct. 8, 49 21 S, 164 48 E. Tail shaft broken stern tube.

" " 19, 1906

**PORT STEPHENS** (s).—London, Oct. 24.—In reply to telegram sent to Dunedin asking "was she leaking and what was cause of abandoning," the following has been received, dated Dunedin, Oct. 24:—No, unable repair and through scarcity of supply provisions.

" " 24, 1906

**PORT STEPHENS** (s).—London, Oct. 25.—The Union Steamship Company of New Zealand's steamer Rakanoa, which went in search of the Port Stephens (s), returned without finding her.—Daily Express. [See issue Oct. 15.]

" " 26, 1906

**PORT STEPHENS** (s).—Liverpool, Nov. 1, 10 6 a.m.—Port Stephens (s): Telegram received in Liverpool, dated Dunedin, 31st, states Rakanoa returned unsuccessful, tug Champion, Newcastle, now searched (? searching).

" Nov. 1, 1906

**PORT STEPHENS** (s).—London, Nov. 8.—Following cable received by owners:—Champion arrived, coaled, received orders and proceeded from Lyttelton, Oct. 26. Have no further news. All hope is abandoned finding Port Stephens.

" " 9, 1906

**PORT STEPHENS** (s).—London, Nov. 22.—Owners advise that their tug Champion has arrived back at Newcastle from an unsuccessful search for the Port Stephens.

" " 22, 1906

**PORT STEPHENS** (s).—Melbourne, Oct. 17.—The barque Ravenscourt, from Newcastle for Callao, called at Otago Heads on 15th inst. to land the crew of the steamer Port Stephens, which left Oamaru on the 1st inst. for Newcastle. Captain Jolly states the Port Stephens left Oamaru on Oct. 1, and on 3rd they met bad weather, and the tail shaft broke. They were then in lat. 45 50. They drifted very fast, being quite helpless, and on the 8th inst. had reached lat. 49 20, when the Ravenscourt hove in sight. She took all the steamer's company on board, the transfer being made in the Port Stephens's boats.—[See issue of Nov. 22.]

" " 28, 1906

DECISIONS.

Vessel having been posted on Loss Book  
Application declined - 16<sup>th</sup> Jan. 1907



No. 3045

*Netherby* of Liverpool, Official Number 93677, Charles Gibbons  
Tons 11448 gross 1400 net.  
Maryport for Talcahuano.

Application submitted

23 January 1907

REMARKS.

Subscribers making application

O. Bruce Trinder <sup>1835</sup>/<sub>07</sub>

Interested as Broker.

Owners

L. R. Ritson & Co.  
Maryport

Cargo

Steel Rails

Vessel had a full cargo of Steel Rails

Insurance effected at

Lloyd's and Companies

On Vessel

On Cargo

Latest Account

Sailed from Maryport  
for Talcahuano on the 21<sup>st</sup> June 1906  
and was spoken on the 13<sup>th</sup> July 1906  
in lat 19N long 25W, steering S.

Crew:— 18

Apprentices 6

Number of Days out

from sailing 215 229 236  
" speaking 193 207 214

COMMITTEE'S DECISIONS.

Deferred 14 days - 23<sup>rd</sup> Jan. 1907  
On Board - 6<sup>th</sup> Feb. 1907  
Posted missing - 13<sup>th</sup> Feb. 1907



# Theodor

of Christiania, Gjertsen, Tons 2437 gross. 2311 net.  
Tampa for Yokohama.

Application submitted

30<sup>th</sup> Jan. 1907

REMARKS.

Subscriber making application

J. Matheson

27<sup>th</sup> Jan.

Interested as Broker

Owners

Johan Johanson & Co.  
Lysaker

Cargo

Phosphate

3180 Tons

Insurance effected in

Norway

On Vessel

Abroad

On Cargo

Charterers Profits insured at Lloyd's

Latest Account

Sailed from Tampa  
for Yokohama on the  
2<sup>nd</sup> March 1906.Owners state Vessel sailed  
on 4<sup>th</sup> March 1906.

Crew:— 25

Apprentices

Number of Days out

333-340

COMMITTEE'S DECISIONS.

On Board - 30<sup>th</sup> Jan. 1907  
Posted missing - 6<sup>th</sup> Feb. 1907

THE "MISSING" THEODOR. — Captain J. M'Donald, of the Leyland steamer Virginian, is understood to have sighted the Theodor on March 17, being 15 days after the last date in Lloyd's books. His log entry at the time read:—"Passed Norwegian four-masted barque Theodor, steering east, showing signals WDCP; light wind and clear weather; latitude 29 32 N., longitude 69 10 W." Captain M'Donald thinks that the letters "WDCP" refer to the Norwegian name of the barque. If so there must have been a mistake either in the signals hoisted or in the reading of them, for the signal letters of the Theodor were BDCP. The Virginian was bound from Liverpool for New Orleans, and at the time Captain M'Donald did not know to what port the Theodor was bound. When he read that she was bound for Japan, he realised that she was much out of her course, and from the position in which he saw her, and the course she was steering, her voyage to Japan would occupy many months longer than the normal time. Therefore, he thinks she is all right, and may be reported arrived at her destination any day. When he passed her she seemed in good seaworthy condition.

S. G. & L. L.  
9 Feb. 1907



No. 3047

*Julia* of Lowestoft, John M. Currach, Official Number 53272  
69 Tons Register  
London for Sunderland.

Application submitted

30<sup>th</sup> Jan. 1907

REMARKS.

Subscribers making application

Graham B. White

J. Hartley Cooper & Co. Lim <sup>2808</sup>/<sub>07</sub>

Interested as Insurance Broker.

Owner

Joseph Laidler

Custom House Quay  
Sunderland.

Authority, Registrar General of Shipping &amp; Seamen.

Cargo

Chalk

Insurance effected at

Lloyd's

On Vessel

On Cargo

**TELEFON (s).**—St. Nazaire, Jan. 15, 12 23 p.m.—Norwegian steamer Telephone (Telefon) reports having been in collision at sea off Whitby morning of Jan. 12 with another vessel name unknown. It is feared that the other vessel foundered as nothing could be seen of her after collision. Crew supposed drowned.

**JULIA.**—London, Jan. 22.—Grave fears are entertained at Sunderland by the owners of the schooner Julia, 140 tons, for the safety of their vessel, which left London for the Wear on Jan. 5 with ballasting of chalk, and has not been reported since. The foreign steamer Telefon has arrived at St. Nazaire, and reports having run down off Whitby, on Jan. 12, a small vessel, which sank at once. This it is feared was the Julia, which carried a crew of four. —Standard. — [See under Telefon (s) in issue of Jan. 17.]

L.L. Jan. 16, 1907

22. 1907

Latest Account

Sailed from London  
for Sunderland on the  
5<sup>th</sup> Jan. 1907.

The only confirmation of the sailing of the "Julia", received at Lloyd's, is contained in the above extract from The Standard.

Crew:— 4

Apprentices

Number of Days out

Days

COMMITTEE'S DECISIONS.

To last report from Sunderland ~~57~~ 58Deferred one month - 30<sup>th</sup> Jan 1907To 30<sup>th</sup> January.

25

On Board -

27<sup>th</sup> Feb. 1907To 27<sup>th</sup> February

53

Posted missing -

6<sup>th</sup> Mch. 1907To 6<sup>th</sup> March

60



Helens of Sandeffjord, Busk, Tons 469 gross 435 net.  
Trinidad for Stettin

Application submitted

6<sup>th</sup> Feby 1907

REMARKS.

Subscribers making application

E. J. Previté

Interested as Owner of Cargo.

Owner

Grethe Andrea Røed  
Sandeffjord

Cargo

Asphalt

Insurance effected at

Uninsured

On Vessel

Partly at Lloyd's

On Freight &amp; outfit

Lloyd's

On Cargo

Latest Account

Sailed from Port of  
Spain, Trinidad, on the  
20<sup>th</sup> August, 1906 for Stettin

Crew:— 10

Apprentices

Number of Days out

COMMITTEE'S DECISIONS.

To last report from Stettin	Days <del>182</del> 188	Deferred 14 days -	6 <sup>th</sup> Feb. 1907
To 20 <sup>th</sup> February	184	On Board -	20 <sup>th</sup> Feb. 1907
To 27 <sup>th</sup> February	191	Posted missing -	27 <sup>th</sup> Feb. 1907



No. 3049

Sleipner

(s) of Bergen, Norman.

Tons 1387 gross 860 net.

Tyne for Oporto.

Application submitted

6<sup>th</sup> Feb. 1907

REMARKS.

Subscriber making application

Chas Wright <sup>3688</sup>/<sub>07</sub>

On behalf of the Charterers

Owners

Vonderohé & Lund.  
Bergen.

Cargo

Coal.

Stebbium Main Gas Coal. Aft Newc. <sup>487</sup>/<sub>07</sub>

Insurance effected at

Unknown

On Vessel

Unknown

On Cargo

Sunderland.

On Freight.

Latest Account

Sailed from Shields  
for Oporto on the 22<sup>nd</sup> Dec 1906.

Crew:—

Apprentices

Number of Days out

~~45~~ 52.

COMMITTEE'S DECISIONS.

On Board —

6<sup>th</sup> Feb. 1907

Posted missing —

13<sup>th</sup> Feb. 1907

London, Jan. 10.—Following telegram received from Bergen:—Sleipner left Newcastle, Dec. 22, bound Oporto, not arrived.

**SLEIPNER** (s).—London, Jan. 23.—A telegram from South Shields states that all hope has been practically abandoned for the safety of the steamer Sleipner, which left the Tyne Dec. 22 for Oporto. The owners have failed to learn anything concerning their vessel, and it is supposed she must have foundered in the Bay of Biscay during the gales which prevailed.—Daily Telegraph.

L. L. Jan. 11. 1907

23. 1907



Giovanni (s) of Leghorn, Mengozzi Tons 1830 gross 1153 net  
Sulina & Piraeus for Leghorn, via Civita Vecchia.

Application submitted

13<sup>th</sup> Feb. 1907

REMARKS.

Subscribers making application

Ernest Capel-Cure <sup>4016</sup>/<sub>07</sub>Interested as Insurance Broker on  
part cargo (Re-insurance.)

Owner

Giovanni Nencioli  
Leghorn.

Cargo

Wheat

Insurance effected at

On Vessel

Braila

On Cargo

Latest Account

Tailed from Sulina for  
Civita Vecchia and Leghorn on the  
1<sup>st</sup> Dec<sup>r</sup> 1906, and from Piraeus  
on the 5<sup>th</sup> Dec<sup>r</sup> 1906.

**GIOVANNI** (s).—Leghorn, Dec. 20.—Anxiety is  
felt for the safety of the steamer Giovanni, of Leghorn,  
Mengozzi, which left Taganrog about 15 days ago with  
grain for Civita Vecchia and Leghorn, and afterwards  
called at Piraeus.—Genoa paper.

L.L. Dec. 24, 1907

Crew:—

Apprentices

Number of Days out

COMMITTEE'S DECISIONS.

Days  
from Piraeus to last report }  
from Civita Vecchia } 71

Do to 13<sup>th</sup> February 70Do to 20<sup>th</sup> February 77

On Board - 13<sup>th</sup> Feb. 1907  
Posted missing - 20<sup>th</sup> Feb. 1907



No. 3051

*Daniel* of St Nazaire, David, Tons 2677 gross 2221 net.

Bellingham, Washington for Delagoa Bay

Application submitted

13<sup>th</sup> Feb. 1907

REMARKS.

Subscribers making application

H. J. Mountain

Interested as Broker.

Owners

Société Générale d'Armement  
St. Nazaire

Cargo

Wood

1,764,000 superficial feet of wood  
564 tons stone ballast.

Insurance effected at

Nantes &amp; London

On Vessel

On Cargo

Latest Account

Sailed from Bellingham  
Washington for Delagoa Bay  
on the 3<sup>rd</sup> July 1906.

**DANIEL.**—Nantes, Feb. 9.—The master of the French barque Chateau d'If, which arrived at Havre, Jan. 12, from New Caledonia, reports that at 8 a.m. on Nov. 4, off the Falkland Islands, in lat. 51 S, long. 53 W, he sighted a three-masted sailing vessel fast in the ice. There were no signs of life on board, and the vessel had no yards or topgallantmasts, and was lying on her starboard side. The hull was apparently painted grey. On the same day between lat. 45 S, long. 50 W, and lat. 50 S, long. 60 W, a large number of logs, similar to those generally shipped at Oregon, were passed. The wreck is thought to be that of the Daniel, of St. Nazaire, which left Bellingham (Oregon), July 3, for Delagoa Bay, with logs.

L.L. Feb. 11 1907

Crew:— 26.  
Apprentices

Number of Days out

COMMITTEE'S DECISIONS.

To last report from Delagoa Bay ~~199 245~~

Day

255

Deferred one month - 13<sup>th</sup> Feb. 1907" 13<sup>th</sup> February

223

On Board.

13<sup>th</sup> March 1907" 13<sup>th</sup> March

253

Posted missing - 20<sup>th</sup> March 1907" 20<sup>th</sup> March

260

The Lloyd's mark is owned by Lloyd's, a body incorporated under the Lloyd's Act 1871, and is used with Lloyd's consent.



George (s) of Cardiff. Official Number 99758, Hughes,  
 Garston for Dublin  
 Tons 511 gross 242 net.

Application submitted

20<sup>th</sup> Feb. 1907

REMARKS.

Subscribers making application

P. Wigham - Richardson & Co.  
5096  
07

Interested as brokers on Hull &amp; Cargo

Owners

Michael Murphy Ltd.  
3 Beresford Place  
Dublin

Cargo

Coal.

Insurance effected at

Lloyd's

On Vessel

Lloyd's

On Cargo

Vessel loaded under Coal tips 564 tons, 114 cwt of which  
 251 tons were shipped by the Rose Bridge &  
 Douglas Bank Collieries Co Ltd raised from their  
 Douglas Bank pits. The remainder, about  
 313 tons was "Trencherbone" Household  
 Coal, raised from the Bridgewater  
 Collieries, Worsley, near Manchester  
 shipped by Simpson, Davies & Sons, 17 Water Street  
 Liverpool. Salv. Ass. Lpl 35858  
 07

Latest Account

Sailed from Garston  
 for Dublin on the 29<sup>th</sup> Jan. 1907.

Cardiff, Feb. 4.—Anxiety is felt for the safety of the  
 steamer George, of 242 tons net register, owned by  
 Messrs. Michael Murphy (Limited), Cardiff, which left  
 Garston for Dublin at midnight on Tuesday last. In-  
 quiry was made at the offices of Messrs. Murphy, in  
 Dublin, on Sunday, and it was stated that there was no  
 news to hand concerning the steamer.—South Wales  
 Daily News.

L.L. Feb 5. 1907

Crew:— 12.

Apprentices

Number of Days out

	Days
To last report from Dublin	20 27
To 20 <sup>th</sup> February	22
To 27 <sup>th</sup> February	29

COMMITTEE'S DECISIONS.

On Board	—	20 <sup>th</sup> Feb. 1907
Posted missing	—	27 <sup>th</sup> Feb. 1907



No. 3053

*Moravia* (s)

of Leith, Official Number 91079, W. J. Banks

Tons 1388 gross 872 net.

Burntisland for Flensburg

Application submitted

27<sup>th</sup> Feb. 1907

REMARKS.

Subscribers making application

James Duncan <sup>6486</sup>/<sub>07</sub>

Interested as owners agent.

Owner

James Cormack  
7 John's Place  
Leith

Cargo

Coal

"The cargo consisted mostly of coal supplied by the Fife Coal Co and a portion supplied by the Lochgelly Coal & Iron Co. I am informed by the Agents for these coals that they have never been known to generate gases that would lead to spontaneous combustion or explosion. On enquiry at the loading stevedores, the Moravia was in her usual good trim when she left the dock here." Extract from letter from Agent Burntisland, dated Feb. 26, 1907. <sup>6666</sup>/<sub>07</sub>

Insurance effected at

Lloyd's and with  
Mutual Associations.

On Vessel

Lloyd's and in  
Liverpool.

On Cargo

Latest Account

Sailed from Burntisland  
for Flensburg on the 29<sup>th</sup>  
January 1907, and was passed on  
the 31<sup>st</sup> January 1907, in lat. 56.59N.  
long. 0.31 E, steering ENE.

Crew:— 19

Apprentices Nil.

MORAVIA (s).—Flensburg, Feb. 8, 6 50 p.m.—  
Moravia not yet arrived, no reports of her; is six days  
overdue; vessel probably lost.

Elsinore, Feb. 9, 11 50 a.m.—  
Moravia: Hanstholm and Hirtshals Signal Stations  
report having seen nothing.

MORAVIA (s).—London, Feb. 15.—Moravia: The  
owners telegraph from Leith, Feb. 15, 12 15 p.m., as  
follows:—Danish steamer Scot reported passed Moravia  
noon 31st., lat. 56 59 N, long. 0 31 E, steering ENE  
apparently running six knots hourly, weather violent  
NNE gale. Receiver Wreck Grimsby reports trawler  
Australia landed ten copper tanks from two lifeboats  
marked "Moravia, Leith," also saw quantity wreckage  
about. Position wreckage about 130 miles NNE from  
— (name place undecipherable).

L.L. Feb. 9, 1907

" " 15, 1907.

Number of Days out

Days

from when passed to last report from  
Flensburg

27

from when passed to 27<sup>th</sup> Feb. 27

Do ——— 6<sup>th</sup> Mar. 34

COMMITTEE'S DECISIONS.

On Board

27<sup>th</sup> Feb 1907

Posted missing -

6<sup>th</sup> Mar. 1907



*Stag* (s) of Newcastle, Official Number 675486, J. Jones, Tons 970 gross 47 lbs  
Boness for Bremen

Application submitted

27<sup>th</sup> Feb. 1907

REMARKS.

Subscribers making application

Charles G. Nentsch <sup>6600</sup>/<sub>07</sub>

Interested as Insurance Broker.

Owners

The Screw Collier Co Ltd.  
J. Ridley Son & Tully Managers  
Newcastle-on-Tyne

Cargo

Coal

"Cargo consisted of  $1223\frac{4}{20}$  tons Gas Coal  
drawn from the following Colles.  
viz  $841\frac{10}{20}$  tons from Kinneil  
 $249\frac{1}{20}$  tons from Bannockburn  
 $132\frac{13}{20}$  tons from Climpy

Insurance effected at

Lloyd's, Companies &  
Mutual Clubs.

On Vessel

Lloyd's

On Cargo

We may mention that these brands of  
Coal are shipped regularly from our  
port for cargo." Sub-Agent Boness.

Latest Account

Sailed from Boness  
for Bremen on the 30<sup>th</sup> Jan.  
1907.

Owners state vessel sailed on 29<sup>th</sup> Jan. 07.

Crew:— 15

Apprentices

Bremen, Feb. 8.—No later information has been  
received here of the steamer Stag, which left Boness,  
Jan. 30, for this port.

L. L. Feb. 11. 1907

Number of Days out

Days

To last report from Bremen

~~27~~ 33To 27<sup>th</sup> February

28

To 6<sup>th</sup> March

35

COMMITTEE'S DECISIONS.

On Board —

27<sup>th</sup> Feb. 1907

Posted missing —

6<sup>th</sup> Mch. 1907



No. 3055

*Elisabeth* (s) of Hamburg P. Traulsen. Tons 1475 gross 920 net  
Methil for Hamburg.

Application submitted

13<sup>th</sup> March 1907

REMARKS.

Subscribers making application

Fred. B. Messenger <sup>7977</sup>07

Interested as Insurance Broker

Owners

Sauber Gebr.  
Hamburg

Cargo

Coal

Insurance effected at

London

£ 17,150 ---

On Vessel

Magdeburg

£ 1115

On Cargo

"The cargo of coals she had on board consisted of the ordinary screened large and of washed smalls in separate holds 1070 and 920 respectively, which is rather under her usual dead weight cargo; and there is nothing in the nature of these coals that is dangerous, or known to be so. The bunker coal, about 120 tons, were of the Navigation quality usually supplied here, not known to be dangerous either." Agt. Methil <sup>8233</sup>07

Latest Account

Sailed from Methil  
for Hamburg on the 19<sup>th</sup> Feby  
1907.

**ELISABETH** (s).—Hamburg, Feb. 26.—The German steamer Elisabeth, Traulsen, which left Methil Feb. 19 for this port, with coals, has not yet arrived.—Borsen Halle.

L. L. Feb. 28, 1907

Crew:— 20.

Apprentices

Number of Days out

Days

To last report from Hamburg ~~20~~ 2713<sup>th</sup> March

22

20<sup>th</sup> March

29

COMMITTEE'S DECISIONS.

On Board —

13<sup>th</sup> March 1907

Posted missing —

20<sup>th</sup> March 1907



*Walrus* (steam dredger) *Mc Donald* Tons 1028  
*of Natal*  
*Port Natal for Geelong*

Application submitted

20<sup>th</sup> March 1907

REMARKS.

Subscriber making application

*W. Lund* 8902/7

Interested as a member of Lloyd's

Owner

*Geelong Harbour Trust*  
*- Holden, Chairman*

Cargo

*In ballast**Had 653 tons of coal (fuel) on board.*

Insurance effected in

*The Colonies*

On Vessel

**WALRUS** (dredger).—Melbourne, Nov. 13.—The dredger *Walrus* is greatly overdue here from Durban. The Western Australian Government steamer *Penguin* has been searching for her in vain for ten days, and has now returned to Geraldton. All outward bound vessels have been asked to keep a look-out.—*Reuter*.

*"L.L." Nov. 13, 1906*

On Cargo

## AUSTRALIAN SHIPPING NOTES

## A MISSING DREDGER.

[FROM OUR OWN CORRESPONDENT.]

SYDNEY, Nov. 20.

All hope for the safety of the auction dredger *Walrus* has been abandoned. She is now nearly 100 days out from Durban, and even should she still be afloat her crew must long since have been starved, and her coal supplies completely exhausted. Having been bought in South Africa for the Geelong Harbour Trust, the vessel sailed from Durban on Aug. 13 for Geelong, via Western Australia, with 653 tons of coal and a stock of provisions sufficient to maintain her crew of 23 hands for 60 days. Just before commencing the voyage the master intimated his intention of following the course of latitude 29 S., and to make for Fremantle or Albany to replenish supplies of coal and food. Since leaving Durban, however, the *Walrus* has not been spoken or reported. Under ordinary conditions the little vessel should have reached Western Australia within 50 days. This period expired several weeks ago. Taken in connection with the loss of the dredger *Octopus*, which was also bought from the Natal Government by the Geelong Harbour Trust, and which sprang a leak a few hours after leaving Durban on Oct. 13, and was abandoned, three lives being sacrificed, an opinion is expressed in shipping circles generally that dredgers of the *Walrus* and *Octopus* class were never intended for a long sea voyage, and that they should have been prevented from sailing from South Africa for Australia.

*"Shipping Gazette" Dec. 27*

Latest Account

*Sailed from Port Natal*  
*for Geelong on the 13<sup>th</sup> Aug 1906*

Crew:— 23

Apprentices

Number of Days out

Days

*To last report from Geelong* ~~179~~ 191*To 20<sup>th</sup> March* 219*" 27<sup>th</sup> March* 226

COMMITTEE'S DECISIONS.

*On Board* - 20<sup>th</sup> March 1907*Posted missing* - 27<sup>th</sup> March 1907



No. 3057

Hautot

of Rouen, Guernsey, Tons 2704 gross 2256 net

Tchic (New Caledonia) for Glasgow.

Application submitted

20<sup>th</sup> March 1907

REMARKS.

Subscribers making application

Howard Houlder & Partners Ltd  
Alex. Freeland  
Director

Interested as Directors-Managers' Agents

Owners

Compagnie Rouennaise de Transports Maritimes  
(St. Prentout Leblond & E. Leroux, Managers)  
Rouen

Cargo

Nickel ore

Insurance effected at

Paris &amp; Rouen

On Vessel

Paris

On Cargo

In a letter addressed to Messrs Howard Houlder & Partners Ltd, Messrs St. Prentout Leblond & E. Leroux write from Rouen under date 15 March 1907 "Hautot. We do not think any portion of the insurance on this vessel, either ship or cargo came to England."

Latest Account

Sailed from Tchic (New Caledonia) for Glasgow on the 4<sup>th</sup> July 1906.

Crew:- 26.

Apprentices

Number of Days out

Days

COMMITTEE'S DECISIONS.

To last report from Glasgow 25<sup>th</sup> 264

On Board -

20<sup>th</sup> March 190720<sup>th</sup> March

259

Posted missing -

27<sup>th</sup> March 190727<sup>th</sup> March

266



*Eliza* of Dublin, Official Number 52514 *F. Tyrrell*  
 Tons 215 gross 174 net.  
 Dublin for Lossiemouth & Perth

Application submitted

3<sup>rd</sup> April 1907.

Subscriber making application

*R. R. Coleman* 9880/07

Owner

*F. Tyrrell*  
*Bridge House*  
*Arklow.*

Cargo

*Manure*

Insurance effected at

*Lloyd's*

On Vessel

On Cargo

Latest Account

*Sailed from Dublin*  
*for Lossiemouth & Perth on the*  
*2<sup>nd</sup> March 1907.*  
*Sailing confirmed by Agt. Dublin* 1003

Crew:—

Apprentices

Number of Days out

	Days
To 3 <sup>rd</sup> April	32.
" 24 <sup>th</sup> April	53
" 1 <sup>st</sup> May	60
" 8 <sup>th</sup> May	67

REMARKS.

*Interested as broker on cargo.**Manure in bags.*

**ELIZA.**—*London, March 11.*—With reference to the report telegraphed from Stornoway on the 6th inst. that a vessel laden with bags of manure branded "Goldinning Cork and Dublin" had been totally lost at Stockinish, Harris, inquiries have been made of Messrs. W. and H. M. Goulding, manufacturers of chemical manures, at Dublin, Cork, &c., whether they have any information to identify the name of the vessel referred to. A letter from Messrs. W. and H. M. Goulding, Dublin, received this morning states that they loaded the *Eliza* on March 1 for Lossiemouth and Perth, and they are afraid that this is the vessel referred to, as they had no other vessel going that way. The bags in the cargo were branded "Gouldings Cork & Dublin."

*Dundee, March 11.*—The wreck at Stockinish, South Harris, is now identified as the three-masted schooner *Eliza*, belonging to Arklow (Ireland), with a cargo of manure, from Dublin, bound for Lossiemouth and Perth. It appears that the vessel struck on a rock some distance from the land, as part of the cargo was found a good distance from the scene of the wreck, it no doubt having been thrown overboard to get the vessel refloated, and then the ship came inshore and sank in about 12 fathoms of water.

*Stornoway, March 13.*—Wreckage consisting of spars, pieces of sails, &c., and part of a deck with beams attached marked (letters cut in) "certified chart space 300/100 tons, Chart locker 75/100 tons, Certified accommodation 1 seaman, Certified for the accommodation of master—use of crew," have come ashore on and since March 6 at the south end of the island of Stockinish, near East Tarbert, Harris, Hebrides. A large number of bags of bone manure, marked "Goldinning, Cork and Dublin," are to be seen at low water among the rocks in the vicinity of the wreck.—[See *Eliza* in issue of March 14.]

**ELIZA.**—*London, April 6.*—In reply to inquiry as to the name of the vessel wrecked at Stockinish, South Harris, the owner of the schooner *Eliza* writes from Arklow under date of April 4 as follows:—"I am quite sure it is the *Eliza*, as her name has come ashore."—[See issue of March 12.]

*LL Mch 11, 1907**12, 1907**15, 1907**Apr. 6, 1907*

COMMITTEE'S DECISIONS.

Deferred three weeks	-	3 <sup>rd</sup> April 1907
Deferred one week	-	24 <sup>th</sup> April 1907
On Board	-	1 <sup>st</sup> May 1907
Ported Missing	-	8 <sup>th</sup> May 1907



No. 3059

*Ormsary*

of Greenock, Official Number 117376, Thomas Coath

Caleta Caloso (Chile)

Tons 2251 gross 2099 net

for Antwerp.

Application submitted

10<sup>th</sup> April 1907

REMARKS.

Subscribers making application

J. Gordon Young 10689<sub>01</sub>

Interested as Broker on Hull.

Owners

Ormsary Ship Co. Ltd.  
(Lang & Fulton, Managers)  
Greenock

Cargo

Nitrate

Insurance effected at

Lloyd's

On Vessel

Lloyd's &amp; Companies

On Cargo

Latest Account

Sailed from Caleta  
Caloso<sup>Chile</sup> for Antwerp on the  
13<sup>th</sup> Sept<sup>r</sup> 1906.

London, Feb. 28. — The owners telegraph from Greenock, Feb. 28, 10 25 a.m.:—Ormsary:—We traced rumour of reported speaking to Antwerp newspaper "Scaldis," but after inquiries found same to be error. —[See Antwerp paragraph.]

Antwerp, Feb. 27, 2 45 p.m.—Ormsary: Rumour spoken in Channel not confirmed. Western Monarch has not spoken any vessel since Horn.—[Memo.: The above telegram is in answer to inquiry whether Lloyd's Agent could confirm report that above vessel had been spoken in the Channel.]

L.L. Feb 28, 1907

Crew:— 21

Apprentices 5

Number of Days out

Days

To last report from Antwerp ~~208~~ ~~222~~  
229To 10<sup>th</sup> April 209" 24<sup>th</sup> April 223" 1<sup>st</sup> May 230

COMMITTEE'S DECISIONS.

Deferred 14 days - 10<sup>th</sup> April 1907On Board - 24<sup>th</sup> April 1907Posted missing - 1<sup>st</sup> May, 1907



# Augusta <sup>(s)</sup> of Sandeffjord, H. Christensen Tons 3610 gross 2363 net

## Narvik for Rotterdam.

Application submitted

17<sup>th</sup> April 1907

REMARKS.

Subscribers making application

P. A. Limson <sup>10287</sup>

Interested as broker having effected insurance on chartering commission  
Charterers are:- Mess<sup>rs</sup> L. Possehl & Co  
Lubeck.

Owner

Acties. Dpsk. Augusta  
P. A. Gron  
Sandeffjord.

Cargo

Iron Ore

About 6000 tons

Insurance effected at

Unknown.

London & Provincial Ins<sup>ce</sup> Co

Latest Account

Sailed from Narvik  
for Rotterdam on the  
19<sup>th</sup> Jan. 1907.

On Vessel

On Cargo

On Chartering  
Commission

Drontheim, Feb. 9.—It is reported from Leika that a lifebelt, marked "Augusta," and a barometer, &c., have been found at Hortensvaer.

L. L. Feb. 14. 1907

Sandeffjord, Feb. 11.—Further wreckage consisting of a cabin door, a looking-glass frame, a deck stanchion with brass bands, bearing the name Augusta, &c., has drifted ashore at Helligvaer and Givaer. The steamer Kronprins Olav has been sent out from Drontheim to make a search for the vessel.

" " 15. 1907

Drontheim, Feb. 16.—A nameboard, marked "Auricula," and a lifebuoy, marked "Merkur," have been found during the search for further traces of the steamer Augusta.—[See paragraph under Sandeffjord in issue of Feb. 15.]—[Memo. :—With reference to above the owners of the Auricula (s), of London, write that their steamer is now in the port of London, and has not been in the neighbourhood mentioned for some years.]

" " 21. 1907

Narvik, Feb. 18.—Wreckage from the Norwegian steamer Augusta has been picked up at Vigten, Helligvaer and Skreven. On a piece of wood found at Givde, off Bodo, there is said to be written in English:—"This I write in my last hour." It is believed that the steamer was driven ashore and afterwards knocked to pieces on one of the outer rocks off Vigten, on the coast of Helgeland.

" " 25. 1907

Drontheim, Feb. 21.—Wreckage from the steamer Augusta has drifted ashore at Moskenaes, in the Lofotens.

" " 26. 1907

Crew:- 26.

Apprentices

Number of Days out

Days

COMMITTEE'S DECISIONS.

To last report from Rotterdam ~~87~~ 94

On Board -

17<sup>th</sup> April 1907" 17<sup>th</sup> April

88

Posted missing -

24<sup>th</sup> April 1907" 24<sup>th</sup> April

95



No. 3061.

*Luise Horn*(s) of Lubeck, F. Joch, Tons 1326 gross  
828 net.

Shields for Tromso.

Application submitted

17<sup>th</sup> April 1907

REMARKS.

Subscriber making application

Chas. G. Kentsch <sup>11100</sup>/<sub>07</sub>

Interested as Insurance Broker on cargo.

Owner

H. C. Horn  
Schleswig

Cargo

Coal

"was laden with Bowers West Hartley  
Steam Coal"  
Agt. Newc. <sup>11267</sup>/<sub>07</sub>

Insurance effected at

On Vessel

On Cargo

Lloyd's

Latest Account

Sailed from Shields  
for Tromso on the 2<sup>nd</sup>  
March 1907.

Crew:— 17

Apprentices

Number of Days out

Days

To last report from Tromso 31

17<sup>th</sup> April

46

24<sup>th</sup> April

53

COMMITTEE'S DECISIONS.

On Board —

17<sup>th</sup> April 1907

Posted missing —

24<sup>th</sup> April 1907.

Paris, March 18.—A telegram from Tromsø, Norway, to the *Petit Journal* says:—It is feared that the German steamer *Luise Horn*, which left Newcastle with a cargo of coal at the end of February for the Norwegian port, has been lost with her crew of 25 men.—*Dalziel*.

L. L. Mar. 18. 1907

**LUISE HORN** (s).—Tromsø, March 23.—The whaling steamer *Mathilde* has been chartered to search for the German steamer *Luise Horn*, as hope is still entertained that the steamer may possibly have drifted ashore north of here.—[See issue of March 18.]

" 28. 1907

**LUISE HORN** (s).—Lubeck, April 4.—The salvage steamer *Achilles*, which was chartered to search for the German steamer *Luise Horn*, has been unable to find any trace of her.—[See issue of March 28.]

" Apl. 9 1907

**LUISE HORN** (s).—Christiania, April 8.—A life-buoy, marked "*Luise Horn*, Schleswig," was picked up April 2 near Noksund, Vesteraalen. Three weeks ago a derrick drifted ashore near Senjen.—[See issue of April 9.]

" 12. 1907



Jack Snipeof Kirkwall, Official Number 108247. James  
Sandison, 75 Tons register  
Kirkwall for Bridgeness, Firth of Forth.

Application submitted

8<sup>th</sup> May 1907.

REMARKS.

Subscribers making application

W. Ward Smith  
18537  
07

Interested as insurer of hull.

Owner

Benjamin Swanson  
Geramont House  
Sanday, Orkney

Cargo

Stone &amp; Clay

Insurance effected at

Lloyd's

On Vessel

On Cargo

Latest Account

Sailed from Kirkwall  
for Bridgeness (Firth of Forth)  
on the 8<sup>th</sup> March 1907.  
Reported by Agent Kirkwall.JACK SNIPE.—Kirkwall, March 22.—Anxiety is  
felt for the safety of the schooner Jack Snipe, which  
left this port March 8 for Bridgeness.L. L. 20<sup>th</sup> March, 1907Agt. Kirkwall  
9579  
07

Crew:— 5

Apprentices

Number of Days out

To 8<sup>th</sup> MayDays  
6115<sup>th</sup> May

68

COMMITTEE'S DECISIONS.

On Board — 8<sup>th</sup> May 1907Posted missing — 15<sup>th</sup> May 1907



No. 3063

*Henriette* of Wyk-on-Fohr, Chr. Lorenzen, Tons 103 gross 8 net.  
Warkworth Harbour for Wyk-on-Fohr.

Application submitted

3<sup>rd</sup> July 1907

REMARKS.

Subscribers making application

Turness Withy &amp; Co. Ltd. 17548/07

Interested as Brokers for cargo insurance.

Owner

Chr. Lorenzen.

The Owner was the Captain. The letter accompanying the application is signed by Chr. Lorenzen's widow.

Cargo

Coal.

"Broomhill West Hartley Screened coals, which is non-gaseous, and is largely used for House and Steam purposes. This vessel has traded with the same coal for many years between Wyck and this port." Agent Warkworth 17692/07

Insurance effected at

Rendsburg

On Vessel

Lloyd's

On Cargo

Latest Account

Sailed from Warkworth Harbour for Wyk-on-Fohr on the 16<sup>th</sup> April 1907

**HENRIETTE.**—Wyk-on-Fohr, April 25. — Fears are entertained for the safety of the schooner Henriette of this port, Lorenzen, which left England, April 14, for Wyk-on-Fohr with a cargo of coals.

**HENRIETTE.**—Wyk, Fohr, May 3. — The schooner Henriette, about whose safety fears are entertained, had left Warkworth April 16 for this port. — [See issue of May 1.]

Wyk-on-Fohr, May 6. — The steam trawler King James has picked up a boat marked "Henriette, Wyk-auf-Fohr," in the North Sea, about 115 miles NE by E of Spurn, and landed it at Grimsby. — [See Henriette in issue of May 6.]

L.C. May, 1. 1906

" May, 6. 1906

May, 8. 1906

Crew:— 5.

Apprentices

Number of Days out

Days

To last report from Wyck-on-Fohr 74

3<sup>rd</sup> July

74

10<sup>th</sup> July

85

COMMITTEE'S DECISIONS.

On Board

3<sup>rd</sup> July 1907

Posted missing

10<sup>th</sup> July 1907



Athene

(steam yacht) of Glasgow, Mac Laughlan Tons 85 gross 33 net

Official Number 164617

Greenock for Madeira &amp; Buenos Ayres

Application submitted

10<sup>th</sup> July 1907

Subscribers making application

A. S. Pembroke <sup>18145</sup>/<sub>07</sub>

Owner

Mr. J. Stein  
Buenos Ayres

Cargo

Nil

Insurance effected at

Lloyd's

On Vessel

On Cargo

Latest Account

Sailed from Greenock  
for Madeira & Buenos Ayres  
on the 29<sup>th</sup> April 1907Crew:— 7  
Apprentices

Number of Days out

Days

To last report from Madeira ~~63~~ ~~84~~ 9210<sup>th</sup> July

72

24<sup>th</sup> July

86

31<sup>st</sup> July

93

The Lloyd's mark is owned by Lloyd's, a body incorporated under the Lloyd's Act 1871, and is used with Lloyd's consent.

REMARKS.

Interested as Broker

Owner's temporary address:  
c/o Philipps Mars  
Schweinfurt  
Bavaria

According to Lloyd's Register of Yachts, Mr. E. Craig is the Owner, but Lloyd's Agents at Greenock in reply to an enquiry as to who owned the 'Athene' wrote as follows:— On enquiry the Agents we find the Owner was Mr. J. Stein of Buenos Ayres, when the vessel left here for that port on 29<sup>th</sup> April last. <sup>18283</sup>/<sub>07</sub>

In a memorandum attached to the application H. M. Customs at Stranraer describe Mr. Craig as late owner.

**ATHENE** (steam yacht).—London, July 4.—On May 18 H.M. Customs at Stranraer reported to the owner at Glasgow, of the steam yacht Athene, that a small boat bearing that name had washed ashore in the Stranraer district.

**ATHENE** (steam yacht).—London, July 16.—Much anxiety is felt in Glasgow for the safety of the steam pleasure yacht Athene, commanded by Captain M'Laughlan, and owned by Mr. James Stein, of Buenos Ayres, which left the Clyde on April 24 for Buenos Ayres. She was expected to call for coaling purposes at Madeira, but nothing has been heard of her since she departed from the Clyde.—Daily Telegraph.—[See issue of July 5.]

L.L. July 5, 1907

" July 16, 1907

COMMITTEE'S DECISIONS.

Deferred 14 days -

10<sup>th</sup> July 1907

On Board -

24<sup>th</sup> July 1907

Posted missing -

31<sup>st</sup> July 1907



No. 3065

*Dulverton*

(3) of Cardiff, Official Number 115385, David Davies

Tons 4508 gross 2906 net

Bahia Blanca for Antwerp (via Cape Verde or Canary Islands)

Application submitted

24<sup>th</sup> July 1907

Subscribers making application

E. S. Holman

19501  
67

Owner

William James Tatem  
Bute Docks  
Cardiff

Cargo

Wheat.

Insurance effected at

Lloyd's and with  
the Companies

On Vessel

On Cargo

Latest Account

Sailed from Bahia Blanca  
for Antwerp via Cape Verde  
or Canary Islands on the  
13<sup>th</sup> April 1907 and was last  
seen on the 15<sup>th</sup> April 1907.

Crew:— 25

Apprentices 4

Number of Days out

Days

To last report from Cape Verde Is. 106  
(from when last seen)

(from when last seen) Canary Islds. 106

From when last seen to 24<sup>th</sup> July 100

do

31<sup>st</sup> July 107

REMARKS.

Interested as Insurance Broker.

## THE OVERDUE DULVERTON.

## POSITION OF UNDERWRITERS.

Shipping Gazette  
June 12, 07

A peculiar and almost unique point in regard to marine insurance arises in the case of the steamer *Dulverton*, now very much overdue on a passage from Bahia Blanca to Antwerp. The question really is as to whether her loss—assuming, of course, that nothing further is heard of her—should attach to the original policy, or to the policy which came into operation shortly after she left Bahia Blanca. The facts of the case, briefly, are these: The *Dulverton* sailed from Bahia Blanca on April 13 for Antwerp. On the following day the steamer *Lesreaulx* passed her, at which time the *Dulverton*'s engineers were making some slight repairs to machinery, but the captain of the *Dulverton* signalled that he would be all right in half-an-hour. Within that time, reports the captain of the *Lesreaulx*, the *Dulverton* was following his vessel at full speed. The *Lesreaulx* kept the *Dulverton* in sight until the next day (April 15), and as darkness set in those on the *Lesreaulx* could only see the *Dulverton*'s smoke, as she was steering more to the N.E. That was the last that has been seen of the *Dulverton*. At the time the two steamers were in sight of each other the weather was fine and the sea smooth, but on April 18, 19, and 20 the *Lesreaulx* experienced a storm. The foregoing particulars are from the log-book of the *Lesreaulx*, dated April 14 at Bahia Blanca light vessel and April 15, 8 p.m. Summarised they indicate that up to the "slight repairs to machinery" *Dulverton*, and with the prevailing fine weather from an hour. Within that time that date to April 18 there was nothing to suggest that full speed, and we kept the overdue steamer met with a casualty soon after April 15, and as darkness passed out of sight of those on the *Lesreaulx*. The reason for absolute exactness in regard to date, time, and weather conditions will be realised when it is stated that the original time policy on the *Dulverton* expired at noon on April 16; that is to say, some 16 or 18 hours after the *Lesreaulx* had her, or at least her smoke, in sight. A new policy, coming into operation at noon on April 16, had been taken out. If she is not heard of again, to which policy will the loss attach? When last seen the vessel was all right, and for some three days afterwards fine weather prevailed. There is, of course, no absolute proof that nothing serious happened to the steamer whilst the original policy covered the risk. In all probability some of the underwriters on the original policy will also be on the new policy. To them it is immaterial when or where the ship met disaster. In any event, *Dulverton* in reply to inquiry she does not turn up, they will have to bear their proportion of the loss. But it is a different matter for those who were interested in only one of the policies. For example, an underwriter who had subscribed his name only to the first policy might urge that in all probability the ship was quite safe until noon on April 16, the hour on which the new policy came into operation. On the other hand, a ship is held to be missing from the time that she was last reported, and on that ground the underwriters of the new policy might argue that they were not responsible for the settlement of the claim, but that the loss should attach to the first policy. In that event the underwriters on the second policy would be receiving premiums for a year in respect of which there could be no claim, because the ship had been lost.

**DULVERTON** (s).—The master of the steamer *Lesreaulx* reports that the *Dulverton* was following his vessel at full speed. The *Lesreaulx* kept the *Dulverton* in sight until the next day (April 15), and as darkness set in those on the *Lesreaulx* could only see the *Dulverton*'s smoke, as she was steering more to the N.E. That was the last that has been seen of the *Dulverton*. At the time the two steamers were in sight of each other the weather was fine and the sea smooth, but on April 18, 19, and 20 the *Lesreaulx* experienced a storm. The foregoing particulars are from the log-book of the *Lesreaulx*, dated April 14 at Bahia Blanca light vessel and April 15, 8 p.m. Summarised they indicate that up to the "slight repairs to machinery" *Dulverton*, and with the prevailing fine weather from an hour. Within that time that date to April 18 there was nothing to suggest that full speed, and we kept the overdue steamer met with a casualty soon after April 15, and as darkness passed out of sight of those on the *Lesreaulx*. The reason for absolute exactness in regard to date, time, and weather conditions will be realised when it is stated that the original time policy on the *Dulverton* expired at noon on April 16; that is to say, some 16 or 18 hours after the *Lesreaulx* had her, or at least her smoke, in sight. A new policy, coming into operation at noon on April 16, had been taken out. If she is not heard of again, to which policy will the loss attach? When last seen the vessel was all right, and for some three days afterwards fine weather prevailed. There is, of course, no absolute proof that nothing serious happened to the steamer whilst the original policy covered the risk. In all probability some of the underwriters on the original policy will also be on the new policy. To them it is immaterial when or where the ship met disaster. In any event, *Dulverton* in reply to inquiry she does not turn up, they will have to bear their proportion of the loss. But it is a different matter for those who were interested in only one of the policies. For example, an underwriter who had subscribed his name only to the first policy might urge that in all probability the ship was quite safe until noon on April 16, the hour on which the new policy came into operation. On the other hand, a ship is held to be missing from the time that she was last reported, and on that ground the underwriters of the new policy might argue that they were not responsible for the settlement of the claim, but that the loss should attach to the first policy. In that event the underwriters on the second policy would be receiving premiums for a year in respect of which there could be no claim, because the ship had been lost.

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However one considers this unusual case, it has to be admitted that in many respects it presents difficulties, the settlement of which might well puzzle the most expert of underwriters. These troubles, however, would, of course, immediately vanish should anything further be heard of the overdue steamer, a possibility which grows less as each day passes and brings no news. The *Dulverton* is now 60 days out, and it may truly be said that only the shadow of a hope exists as to her being still afloat. The only possibility of her being heard of again is that the long delay has arisen from a breakdown in her machinery. But even then it is hardly conceivable that she would have remained so long unreported.

On Board

24<sup>th</sup> July 1907

Posted missing

31<sup>st</sup> July 1907



No. 3065

Dulverton (3) of Cardiff, Office

Bahia Blanca for Antwerp

*Application submitted*

24<sup>th</sup> July 1907

*Subscribers making application*

E. J. Holman

Owner

William James Tatem  
Bute Dock's  
Cardiff

### Cargo

Wheat.

Insurance effected at

Lloyds and with  
the Companies

### On Vessel

## On Cargo

### Latest Account

Sailed from Bahia Blanca  
for Antwerp via Cape Verdes  
or Canary Islands on the  
13<sup>th</sup> April 1907 and was last  
seen on the 15<sup>th</sup> April 1907.

Crew:— 25

## Apprentices

Number of Days out

Days

To last report from Cape Verdes Is. ~~99~~ 106  
 (from where last seen)

(from when last seen) Canary Islds. ~~97~~ 106.

From when last seen to 24<sup>th</sup> July 100

do ————— 31<sup>st</sup> July 107

## COMMITTEE'S DECISIONS.

On Board

Posted missing

24<sup>th</sup> July 1907

31<sup>st</sup> July 1907

The Lloyd's mark is owned by Lloyd's, a body incorporated under the Lloyd's Act 1871, and is used with Lloyd's consent.



Nicaraguan 151 of Liverpool Official Number 99347  
 C. E. Shacklock Tons 3643 gross 2386 net  
 Tampa & Norfolk Va for Dublin

Application submitted

21<sup>st</sup> Aug. 1907

REMARKS.

Subscribers making application

J. F. Matheson 21<sup>st</sup> 3<sup>rd</sup> 07.Interested as Insurance Broker  
for Cargo

Owners

Frederick Leyland & Co. 1900 Ltd.  
27 & 29 James Street  
Liverpool

Cargo

Phosphate

Insurance effected at

Lloyd's

On Vessel

On Cargo

Latest Account

Sailed from Norfolk Va  
8<sup>th</sup> June 1907 for Dublin and  
passed Cape Henry on the  
same day

Crew:— 45

Apprentices

Number of Days out

To last report from Dublin 71

Days

21<sup>st</sup> August.

74

28<sup>th</sup> August

81

COMMITTEE'S DECISIONS.

On Board

21<sup>st</sup> August

Posted Missing

28<sup>th</sup> Aug 1907



No. 3067

Dundonald

of Glasgow Official number 99121.

J Thorburn Tons 2205 gross 2115 net  
Sydney, N.S.W. for orders U.K. Cont B/H

Application submitted

4<sup>th</sup> September 1907.

REMARKS.

Subscribers making application

Samuel R. Boag 22523  
07

Interested as Agent for Owners &amp; Brokers.

Owner

Kerr Newton & Co  
34 West George Street  
Glasgow

Cargo

Wheat

3610 Tons in bags

Insurance effected at

London &amp; Glasgow

On Vessel

On Cargo

London, Nov. 30.—A clerk to a London firm, who had a brother on board the Dundonald, has received a cable from Bluff (N.Z.), dated Nov. 30, 4 p.m., as follows:—  
"Rescued Charlie": Charlie being his brother's name. This information, it is thought, may be of interest.—  
[Memo.: The British ship Dundonald was posted at Lloyd's on Oct. 2 as a missing vessel.]

L.L. Nov. 30, 1907

**DUNDONALD.**—Bluff, N.Z., Dec. 1, 5 p.m.—  
Dundonald, British ship, Sydney (N.S.W.) for Falmouth, wrecked and totally lost, ship and cargo, at Auckland Islands March 6. Part of crew saved and landed here. Fifteen of the crew saved. Captain drowned.—[Memo.: The British ship Dundonald was posted at Lloyd's on Oct. 2 as a missing vessel.]

Dec. 2, 1907

**DUNDONALD.**—Invercargill, Dec. 4, 2 50 p.m.—  
Dundonald: Names of the saved:—MacLaughlin, Knudson, Findlow, Walters, Judge, Querfeldt, Eyre, Putz, Marine, Pull, Grattan, Stewart, Ellis, Roberts, Ivimey.

Dec. 4, 1907

Latest Account

Sailed from Sydney  
N.S.W. for orders U.K. Cont.  
B/H on the 16<sup>th</sup> February 1907

Crew:— 28

Apprentices —

Number of Days out

199

206

213

To 2<sup>nd</sup> October

227

## WRECK OF THE DUNDONALD.

## NINE MONTHS ON A DESERT ISLAND.

CHRISTCHURCH (N.Z.), Dec. 1.  
After enduring many hardships, 15 members of the crew of the British barque Dundonald have been rescued by a scientific expedition which has just returned from Auckland Islands. The Dundonald left Sydney on Feb. 7 for Falmouth, with a cargo of wheat. She was wrecked on Disappointment Island, which is one of the outlying islands of the Auckland group, on March 6. Sixteen members of the shipwrecked crew managed to scale the overhanging cliffs from the top of the masts of the Dundonald, but Captain Thorburn, his son, aged 16, and ten members of the crew perished by drowning. The mate, who got ashore with his comrades, died afterwards of exposure. He was buried at Port Ross.

For nearly five months the castaways lived on mollymawks, seals, and roots. On July 31 the party visited the Auckland Islands in a canvas skiff which they had constructed. They searched for the Government provision depot there for nine days without success. A second attempt was made in September, however, and resulted in the discovery of the eagerly sought provisions, and the remainder of the castaways were rescued in the depot boat.

The skiff which the sailors constructed for the voyage from Disappointment Island to the Auckland Islands was wonderfully made. The canvas was stitched with bird bones for needles, and the wood was shaped by means of fire. In this frail craft the voyage performed was a wonderful feat of navigation for such stormy latitudes. The survivors are now apparently enjoying good health.—  
Standard Correspondent, L.C. Dec. 2, 1907

Boys also rescued

## COMMITTEE'S DECISIONS.

Board

4<sup>th</sup> September 1907

ferred 7 days

11<sup>th</sup> September 1907

ferred 14 days

18<sup>th</sup> September 1907

ted missing

2<sup>nd</sup> October 1907



No. 3067

Dundonald

of Glasgow Official number 99121.

J Thorburn Tons 2205 gross 2115 net  
Sydney N.S.W. for orders U.K. Cont B/H

Application submitted

4<sup>th</sup> September 1907.

REMARKS.

Subscribers making application

Samuel R. Boag 22523  
07

Interested as Agent for Owners &amp; Brokers.

Owner

Kerr Newton & Co  
34 West George Street  
Glasgow

Cargo

Wheat

3610 Tons in bags

Insurance effected at

London &amp; Glasgow

On Vessel

London, Nov. 30.—A clerk to a London firm, who had a brother on board the Dundonald, has received a cable from Bluff (N.Z.), dated Nov. 30, 4 p.m., as follows:—  
"Rescued Charlie": Charlie being his brother's name. This information, it is thought, may be of interest.—  
[Memo: The British ship Dundonald was posted at Lloyd's on Oct. 2 as a missing vessel.]

L.L. Nov. 30, 1907

**DUNDONALD.**—Bluff, N.Z., Dec. 1, 5 p.m.—  
Dundonald, British ship, Sydney (N.S.W.) for Falkland Islands March 6. Part of crew saved and here. Fifteen of the crew saved. Captain [Memo: The British ship Dundonald was posted at Lloyd's on Oct. 2 as a missing vessel.]  
**DONALD.**—Invercargill, Dec. 4, 2 50 p.m.—  
ald: Names of the saved:—MacLaughlin, 1, Findlow, Walters, Judge, Querfeldt, Eyre, arine, Pull, Grattan, Stewart, Ellis, Roberts,

Dec 2, 1907

Dec 4, 1907

Latest Account

Sailed  
N.S.W. for order  
B/H on the 16<sup>th</sup>

**"NOMOS"**  
ANTI-CORROSION AND ANTI-FOULING COMPOSITIONS  
FOR COATING THE BOTTOMS OF STEAMERS, ETC.  
For List of Vessels Coated and of Agents' addresses, and other information, apply to the Sole Manufacturers,  
**H. J. BRUCE and Co.,**  
108, 109, 118, and 122, BOOMPIES.  
Address for letters or telegrams, c/o "Hall, Rother-  
dam," which will be delivered immediately on ship's arrival, day or night. Tugboats always lying ready.  
**TIMBER MEASURING**  
**CUSTOMS FUND.**  
At a moderate charge at ROTTERDAM.  
put your business into the hands of  
**H. V. D. HALL**  
108, 109, 118, and 122, BOOMPIES.  
Address for letters or telegrams, c/o "Hall, Rother-  
dam," which will be delivered immediately on ship's arrival, day or night. Tugboats always lying ready.  
SPECIAL ARRANGEMENTS made for others where the amount of business will not permit of an established Office.  
INSTRUCTIONS for MEASURING NORWAY MINING  
TIMBER should state whether the 113 or 144 division is to be used.  
Please insert in Charter and Contract per "CUSTOMS FUND  
MEASURE" or "CARGO TO BE MEASURED BY CUSTOMS  
FUND OFFICERS."  
at the Customs Fund Offices, Custom House, London, E.C.

Crew:— 28

Apprentices

3 Boys also carried

Number of Days out

199

206

213

To 2<sup>nd</sup> October 227

COMMITTEE'S DECISIONS.

On Board

4<sup>th</sup> September 1907

Deferred 7 days

11<sup>th</sup> September 1907

Deferred 14 days

18<sup>th</sup> September 1907

Posted missing

2<sup>nd</sup> October 1907



Guianaof Haugesund, T. Hoie. Tons 1299 gross 1207 net  
Mobile for Bahia Blanca

Application submitted

11<sup>th</sup> September 1907.

REMARKS.

Subscribers making application

W. E. Hargreaves <sup>23072</sup>  
(Messrs C. S. Bowring (Insurance) Ltd.)Interested as Insurance Broker  
of cargo

Owner

K. Høgh Thervig  
Haugesund  
Norway

Cargo

Lumber

937,500 feet (in &amp; over)

Insurance effected at

On Vessel

Lloyds London Companies

On Cargo

Latest Account

Sailed from Mobile  
for Bahia Blanca on the  
19<sup>th</sup> March 1907.

Crew:—

16

Apprentices

Number of Days out

To last report from Bahia Blanca ~~162~~  
183 ~~180~~" 11<sup>th</sup> September

175 days

" 25<sup>th</sup> September

189

" 2<sup>nd</sup> October

196

COMMITTEE'S DECISIONS.

Deferred 14 days 11<sup>th</sup> Sept 1907On Board - 25<sup>th</sup> Sept. 1907Posted missing - 2<sup>nd</sup> Oct. 1907



No. 3069

Silberhornof Liverpool Official Number 87953, J. B. Warren  
Tons 1923 gross 1774 net  
Newcastle N.S.W. for Iquique.

Application submitted

6<sup>th</sup> November 1907

REMARKS.

Subscribers making application

K. L. Bilbrough  
Messrs A. Bilbrough & Co<sup>o</sup> 26961/07Interested as an Insurance Broker having effected  
in London Insurances on the Hull and Freight  
of the vessel.

Owners

Chas. E. De Wolf & Co<sup>o</sup>  
28 Brunswick Street  
Liverpool

Cargo

Coal

Duckenfield Colliery

Insurance effected at

London &amp; Liverpool

On Vessel

No information on this  
point.

On Cargo

Letter from Board of Trade (33683/08.  
re search by H.M.S. "Shearwater")  
dated San Francisco 5 Aug 1908

Latest Account

Tailed from Newcastle  
N.S.W. for Iquique on the  
12<sup>th</sup> June 1907 and was reported  
spoken on the 16<sup>th</sup> July 1907, in  
lat. 40 S long 140 W.

Crew:— 19

Apprentices 4

**DORIS.**—London, Nov. 19.—Information has been  
received from Iquique to the effect that the Doris, of  
Liverpool, Stephens, had encountered a terrific gale  
July 21, when sails, &c., were sacrificed, boats, bul-  
warks, &c., stove, and main deck beams and stanchions  
broken.

L.L. Nov. 20, 1907

L.L. Nov. 28, 1907.

London, Oct. 5.—Owners telegraph from Liverpool,  
Oct. 5, as follows:—Received following cable from  
Iquique: Silberhorn spoken, all well, July 16, 40 S,  
140 W.

L.L. Oct. 5, 1907

Messrs A. Bilbrough wrote under date 19<sup>th</sup> Nov. 1907  
"we hear from the owners that they  
have received a letter from their Agents at  
Iquique informing them that the vessel which  
was reported missing on the 12<sup>th</sup> June 1907 was the "Doris" of Liverpool,  
owned by Messrs. Stephens & Co. (Captain Stephens) 28604/07

COMMITTEE'S DECISIONS.

Number of Days out

Days

To last report from Iquique ~~100~~ ~~109~~ 121Deferred 14 days — 6<sup>th</sup> Nov. 1907From reported speaking to last  
report from Iquique ~~116~~ ~~125~~ 87On Board — 20<sup>th</sup> Nov. 1907From reported speaking to 6<sup>th</sup> Nov. 113  
do do 20<sup>th</sup> " 127  
do do 27<sup>th</sup> " 134Posted missing — 27<sup>th</sup> Nov. 1907To 6<sup>th</sup> Nov. (from sailing) Lloyd's, & body incorporated under the Lloyd's Act 1871, and is used with  
20<sup>th</sup> " (— do —) 161  
27<sup>th</sup> " (— do —) 168

Lloyd's consent



Gatesgarth (s) of Liverpool, Official Number 110645, J.H. Lloyd  
 Tons 1742 gross 983 net.  
 Partington, Manchester Ship Canal for Penarth Dock.

Application submitted

24<sup>th</sup> Dec<sup>r</sup> 1907

Subscribers making application

H. B. Sedgwick <sup>31578</sup><sub>07</sub>

REMARKS.

Interested as Broker.

Owners

Rea Shipping Co Ltd.  
A. L. Rea, Manager  
Liverpool

Cargo

Coal

Insurance effected at

London & Liverpool Under  
and Companies. } On Vessel

Lloyd's

} On Cargo

2227 tons 12 cwt of Gas Coal.  
 Lloyd's Agents at Manchester in answer  
 to enquiry, state that the Gatesgarth  
 left Partington for Penarth at 4.35 pm.  
 on the 3<sup>rd</sup> Dec. 1907 with a cargo of  
 Yorkshire Gas Coal for the Cardiff  
 Gas Co. <sup>31812</sup><sub>07</sub>

Latest Account

Sailed from Partington,  
 Manchester Ship Canal for Penarth  
 on the 3<sup>rd</sup> December 1907 and was near  
 Bardsey on the 4<sup>th</sup> December 1907.

London, Dec. 10.—Two tugs have been sent in search  
 of the Liverpool coasting trader Gatesgarth, which  
 should have arrived at Penarth from Liverpool last  
 Thursday. It is hoped that she may be sheltering  
 somewhere along the Welsh coast.—Daily Chronicle.

London, Dec. 10.—Gatesgarth (s): The owners  
 telegraph from Liverpool, Dec. 10, 1.14 p.m., as fol-  
 lows:—Gatesgarth sighted near Bardsey during after-  
 noon fourth. We hear this morning that lifebuoy with  
 name Gatesgarth picked up Portmadoc harbour yester-  
 day, ninth.

L.C. Dec. 10, 1907.

Crew:— 19

Apprentices Nil.

Number of Days out

Days

From sailing to 24<sup>th</sup> Dec<sup>r</sup> 21From when sighted to 24<sup>th</sup> Dec<sup>r</sup> 20From sailing to 1<sup>st</sup> Jan. 29From when sighted to 1<sup>st</sup> Jan 28

COMMITTEE'S DECISIONS.

On Board — 24<sup>th</sup> Dec. 1907Posted missing — 1<sup>st</sup> Jan. 1908



No. 3071

*Rosa* of Salcombe, Official Number 51309 74 tons register, T. Collins  
Guernsey for Portland

Application submitted

8<sup>th</sup> Jan. 1908

REMARKS.

Subscribers making application

Gedge Leigh & Humphery <sup>90%</sup>

Interested as Brokers

Owners

A. & F. Manuelle  
57 Gracechurch Street  
London

Cargo

Granite

Insurance effected at

Lloyd's

On Vessel

Uninsured

On Cargo

Latest Account

Sailed from Guernsey  
for Portland on the 13<sup>th</sup>  
December 1907.Sailing confirmed by Lloyd's Agent Guernsey <sup>497</sup>/<sub>08</sub>

Crew:— 5

Apprentices

Number of Days out

Days

From sailing to 8<sup>th</sup> Jan.

26

— do — 22<sup>nd</sup> Jan

40

— do — 5<sup>th</sup> Feb.

54

— do — 12<sup>th</sup> Feb.

61

COMMITTEE'S DECISIONS.

Deferred 14 days — 8<sup>th</sup> Jan 1908" 14 days — 22<sup>nd</sup> Jan 1908On Board — 5<sup>th</sup> Feb. 1908Posted missing — 12<sup>th</sup> Feb. 1908

The Lloyd's mark is owned by Lloyd's, a body incorporated under the Lloyd's Act 1871, and is used with  
Lloyd's consent.

London, Dec. 16.—A telegram from Bournemouth states that during the heavy gale on Saturday morning a schooner of about 200 tons was seen half a mile from Durlstone Head, steering for Needles Passage. When about four miles east of Peveril Ledge she was observed by coastguards to disappear suddenly. The Swanage lifeboat was launched, but on getting near the scene of the disaster nothing could be seen.

ROSA.—Poole, Dec. 19, 3 41 p.m.—Boat picked up at Sandbanks name "Rosa, Salcombe." Expect this from vessel foundered off Swanage last Saturday.—[See London under "Miscellaneous" in issue of Dec. 16.]

London, Dec. 20.—A boat has been washed ashore at Poole sandbanks with the words "Rosa, Salcombe," on the side. A vessel bearing this name left Guernsey last Wednesday week laden with cracked stones for Portsmouth, and it is now thought probable that this is the craft which foundered off Swanage on Saturday.—Daily Telegraph.

L. L. Dec. 16 1907

20 1907



No. 3072

Grindon Hall

(s)

of Cardiff,  
R. Burl,Official Number 119978  
Tons 3721 gross 2380 net

Sulina for Glasgow.

Application submitted

8<sup>th</sup> Jan. 1908

Subscriber making application

J. Wishart  
709/8

Interested as Insurance Broker

Owners "Grindon Hall" L.T. Co. Ltd  
Edw<sup>d</sup> Nicholl & Co.  
Cardiff

Cargo

Maize &amp; Barley

5517 English tons maize and barley  
and 540 tons bunker coal.

Insurance effected at

Lloyds &amp; Companies

On Vessel

Lloyd's

On Cargo

Latest Account

Sailed from Sulina for  
Glasgow on the 4<sup>th</sup> Dec<sup>r</sup> 1907

Crew:— 23

Apprentices 3

Number of Days out

From sailing to 8<sup>th</sup> Jan. 35

Days

" 15<sup>th</sup> Jan 42.

A letter received from the Owners dated 8<sup>th</sup> Jan<sup>y</sup> 1908 states telegram received from Sera "Austrian Steamer Kelet" arrived today found 6<sup>th</sup> Jan<sup>y</sup> 15 miles off Varna, smashed lifeboat "Grindon Hall"

London, Dec. 30.—Grindon Hall (s): The managing owners of above steamer state that she sailed from Sulina about 6 p.m., Dec. 4, for Glasgow, since which no news has been received of her. From inquiries owners have made they are of opinion that she has never passed the Bosphorus.

Yenidjami, Constantinople, Dec. 30, 3.40 p.m.—Grindon Hall (s) reported left Sulina Dec. 4, not heard of since.

Yenidjami, Constantinople, Dec. 31, 10 15 a.m.—Grindon Hall not passed Kavak.

GRINDON HALL (s).—London, Jan. 1.—In reply to an inquiry, the owners of the steamer Grindon Hall write from Cardiff, under date of Dec. 31:—It is reported by our other steamer and by the steamer Lydford that very serious weather was encountered in the Black Sea between Dec. 4 and Dec. 7 or 8. The Lydford was five days coming from Novorossisk to the entrance of the Bosphorus. It is our opinion that the Grindon Hall has struck either a derelict or some sunken wreckage, or has been in collision with some other vessel, both sinking.

GRINDON HALL (s).—Yenidjami, Constantinople, Jan. 8, 1 30 p.m.—Kelet reports having picked up one damaged lifeboat, marked "Grindon Hall, Cardiff," in lat. 42 54 N, long. 28 20 E.

GRINDON HALL (s).—London, Jan. 9.—The owners received yesterday the following telegram from Constantinople:—Austrian steamer Kelet, arrived today, found Jan. 6, 15 miles off Varna, smashed lifeboat Grindon Hall.

L. L. Dec. 30, 1907

" " 31, 1907

" Jan. 1, 1908

" Jan 8, 1908

" Jan. 9, 1908

DECISIONS.

On Board

8<sup>th</sup> Jan. 1908

Posted missing—

15<sup>th</sup> Jan. 1908



Grindon Hall

(s)

of Cardiff,

R. Burt,

Official Number 119978

Tons 3721 gross 2380 net

Sulina for Glasgow.

Application submitted

8<sup>th</sup> Jan. 1908

Subscriber making application

J. Wishart

709

Interested as Insurance Broker

Owners "Grindon Hall" L.L.C. Ltd

Edw. Nicholl &amp; Co.

Cardiff

Cargo

Maize &amp; Barley

5517 English tons maize and barley  
and 540 tons bunker coal.

Insurance effected at

Lloyds &amp; Companies

On Vessel

Lloyd's

On Cargo

Latest Account

Sailed from Sulina for  
Glasgow on the 4<sup>th</sup> Decr 1907

Crew:— 23

Apprentices 3

Number of Days out

Days

From sailing to 8<sup>th</sup> Jan. 35" 15<sup>th</sup> Jan 42.

A letter received from the Owners dated 8<sup>th</sup> Jan. 1908 states telegram received from Pera "Austrian Steamer 'Kelet' arrived today found 6<sup>th</sup> Jan 15 miles off Varna, smashed lifeboat 'Grindon Hall'".

London, Dec. 30.—Grindon Hall (s): The managing owners of above steamer state that she sailed from Sulina about 6 p.m., Dec. 4, for Glasgow, since which no news has been received of her. From inquiries owners have made they are of opinion that she has never passed the Bosphorus.

Yenidjami, Constantinople, Dec. 30, 3.40 p.m.—Grindon Hall (s) reported left Sulina Dec. 4, not heard of since.

Yenidjami, Constantinople, Dec. 31, 10.15 a.m.—Grindon Hall not passed Kavak.

GRINDON HALL (s).—London, Jan. 1.—In reply to an inquiry, the owners of the steamer Grindon Hall write from Cardiff, under date of Dec. 31.—It is reported by our other steamer and by the steamer Lydford that very serious weather was encountered in the Black Sea between Dec. 4 and Dec. 7 or 8. The Lydford was five days coming from Novorossisk to the entrance of the Bosphorus. It is our opinion that the Grindon Hall has struck either a derelict or some sunken wreckage, or has been in collision with some other vessel, both sinking.

GRINDON HALL (s).—Constantinople, Jan. 8, 1.30 p.m.—Kelet picked up one damaged lifeboat, marked "Grindon Hall, Cardiff," in lat. 42 54 N, long. 28 20 E.

GRINDON HALL (s).—Constantinople, Jan. 9, 1.30 p.m.—Austrian steamer "Kelet" found Jan. 6, 15 miles off boat Grindon Hall.

L. L. Dec. 30, 1907

" " 31, 1907

" Jan. 1, 1908

" Jan. 8, 1908

" Jan. 9, 1908

COMMITTEE'S DECISIONS.

On Board

8<sup>th</sup> Jan. 1908

Posted missing

15<sup>th</sup> Jan. 1908



No. 3073

Laurak Bat

(s) of Bilbao, de Ortugar, Tons 2183 gross 1263 net.

Tyne for St. Nazaire.

Application submitted

22<sup>nd</sup> Jan. 1908

REMARKS.

Subscribers making application

A. G. Pembroke  
1826  
08

Interested as Agent for Owners

Owners

Compañia de Navegación 'Bat'  
Carlos Hoppe & Cia  
Bilbao

Cargo

Coal.

"Durham Unscreened Gas Coal."  
The coal was all of the same nature, but  
consisted of parcels from different Collieries.  
Aghnewcastle  
2158

Insurance effected at

Paris, Bilbao &amp; Rotterdam

On Vessel

Lloyd's

On Cargo

Latest Account

Sailed from Shields for  
St. Nazaire on the 4<sup>th</sup> December  
1907, and passed Dover on the  
6<sup>th</sup> December 1907.

Crew:— 19

Apprentices 1

Number of Days out

From sailing to	27 <sup>th</sup> Jan.	Days	56
" passing	"	"	5 1/2

COMMITTEE'S DECISIONS.

On Board	—	22 <sup>nd</sup> Jan 1908
Posted missing	—	29 <sup>th</sup> Jan 1908

London, Dec. 19.—An unsigned telegram from Nantes, dated Dec. 18, 5 43 p.m., states: Laurak Bat not arrived, not signalled.—[Memo.: The above is presumed to be in reply to a telegram sent yesterday to Lloyd's Agents at Nantes and St. Nazaire to inquire whether the above steamer had arrived.]

LAURAK BAT (s).—Madrid, Dec. 21.—It is feared that the steamer Laurak Bat, which left Newcastle Dec. 6, has been lost. The captain of the steamer Plencia, which left Bilbao on the same date, says the Laurak Bat was sighted in the Channel. The weather was bad, and she had a heavy list to port. No news has since been received of her, and it is thought that she must have capsized.—Daily Telegraph.

Madrid, Dec. 22.—The loss of the steamer Laurak Bat is now confirmed.—Daily Telegraph.



*Munin* (s) of Haugesund, A. Utne, Tons 1163 gross 690 net  
Kotka for Ghent

Application submitted

22<sup>nd</sup> Jan. 1908

REMARKS.

Subscriber making application

A. Bilbrough 1822  
08Interested as to the Insurances effected <sup>at Lloyd</sup>  
on Freight, Bunkers etc.

Owner

B. Stolt-Nielsen  
Haugesund

Cargo

Boards, Deals &amp; Battens

About 480 Stds. Boards & about 13 Stds Deals  
& Battens, and 281 tons of Water ballast.

Insurance effected at

Bergen with Bergens Damps  
Assuranceforening

On Vessel

Lloyd's — — — — —

On Freight  
Bunkers &cGöthenburg with the  
Sjöförsäkrings Aktiebolaget "Sauthiod."

On Cargo

Latest Account

Sailed from Kotka for  
Ghent on the 14<sup>th</sup> December 1907Lloyd's List gives date of sailing as  
Dec. 12.

Crew:— 16

Apprentices nil

Ghent, Dec. 30, 5 48 p.m.—Has not arrived. Is ten  
days overdue. [Memo.—The above is in answer to  
inquiry asking whether the Munin (s) had arrived.]

L.L. Dec 31, 1907

MUNIN (s).—Haugesund, Feb. 8.—On one of the  
south islands of Aaland, near Kokar, a body has been  
found washed up. In the coat pocket a letter was  
found addressed to Anthon Sivertsen, care of Captain  
Utne, steamer Munin. Near the body were found the  
remains of a 22-foot long boat, containing a glove marked  
"RL" and a stocking marked "JH." These articles  
probably belonged to the steamer's second mate Rasmus  
Lindo, and second engineer, Johannes Hermansen,  
respectively. Anthon Sivertsen was a seaman on board  
the vessel. It is supposed that the Munin stranded  
near Dagerort, Dago, and that the crew having taken  
to the boats were driven northward by gales.

Feb. 12, 1908

Number of Days out

Days

From sailing to 22<sup>nd</sup> Jan. 39— do — 5<sup>th</sup> Feb. 53— do — 12<sup>th</sup> Feb. 60

COMMITTEE'S DECISIONS.

Deferred 14 days — 22<sup>nd</sup> Jan. 1908On Board — 5<sup>th</sup> Feb. 1908Posted missing — 12<sup>th</sup> Feb. 1908



No. 3075

*Neptune*(s) of Dundee, Official Number 118738, Junior  
Garston for Par  
Tons 364 gross 99 net

Application submitted

29<sup>th</sup> Jan. 1908

REMARKS.

Subscribers making application

Morice & Beck <sub>2864/08</sub>Interested as Brokers for insurance on  
Hull.

Owners

Nicol Steamship Co. Ltd.  
D. & J. Nicol, Managers  
Dundee.

Cargo

Coal

Tons cwt

134 10

House coal from the West Lea Colliery

204 4

Do

Lathom's Rose Bridge Colliery, Park Lane  
Wigan

63 7

Do

Garswood Coal & Iron Co., Park Lane  
Colliery, Wigan

Total 402 1

and about 40 tons lumber

Insurance effected at

Lloyd's &amp; Companies

On Vessel

Lloyd's

On Cargo

At Lloyd's £ 5150

Union Marine 1000

Marine Insurance Co. 500

British &amp; Foreign 500

London Assurance 250

World 100

Policy Value £ 7500

Latest Account

Sailed from Garston  
for Par on the 1<sup>st</sup> Jan. 1908NEPTUNE (s).—Glasgow, Jan. 15.—Neptune (s),  
owned in Dundee, is considerably overdue on a voyage  
from the Mersey to Par. No report of the vessel has  
been received since she left the Mersey in the beginning  
of January, with coal.—[Another report states that the  
Neptune (s) left the Mersey Jan. 1.]

L.L. Jan. 16 1908

Crew:—

9

Apprentices nil

Number of Days out

From sailing to 29<sup>th</sup> Jan 28

Days

—do— 5<sup>th</sup> Feb. 35

COMMITTEE'S DECISIONS

On Board - 29<sup>th</sup> Jan 1908Posted missing - 5<sup>th</sup> Feb. 1908



*Arthur Sewall* of Bath, Me., Gaffry, Tons 3209 gross 2919 net.  
Philadelphia for Seattle

Application submitted

29<sup>th</sup> Jan. 1908.

REMARKS.

Subscribers making application

C. I. Bowring &amp; Co. (Insurance) Ltd

John B. Wimble,

Director

272<sup>3</sup>/<sub>08</sub>Interested as Insurance Brokers for  
Hull & Freight.

Owners

Arthur Sewall Company  
Bath, Me

Cargo

Coal.

3281 tons of Consolidation Company's  
George's Creek Coal, and  
1619 tons of Anthracite Coal.  
4900 tons. Total cargo.

Insurance effected at

Lloyd's, London Companies

On Vessel

On Cargo

Latest Account

Sailed from Philadelphia  
for Seattle on the 30<sup>th</sup> March 1907  
and from Delaware Breakwater  
on the 3<sup>rd</sup> April 1907.

London, Nov. 6.—Arthur Sewall, Delaware Break-  
water, April 3, to Seattle:—Lloyd's Correspondent at  
Liverpool, in reply to inquiry as to the origin of a  
report that the above vessel had arrived off Cape  
Flattery, telegraphs as follows: Understand rumour  
received here by cable from New York.

L. L. Nov. 6 1908

Crew:— 28  
Apprentices

Number of Days out

Days

From Del<sup>ware</sup> Breakwater to last report  
from Seattle ~~277~~ 287Do ————— to 29<sup>th</sup> Jan. 301Do ————— 5<sup>th</sup> Feb. 308

COMMITTEE'S DECISIONS.

On Board — 29<sup>th</sup> Jan. 1908Posted missing — 5<sup>th</sup> Feb. 1908



No. 3077

Devon(stream trawler) of Milford, Official Number 112464, A Taylor  
Tons 181 gross 46 net.  
Milford for Fishing Grounds.

Application submitted

29<sup>th</sup> Jan. 1908.

REMARKS.

Subscriber making application

J. Wishart

3011  
08Interested as Insurance Broker on  
Hull and Machinery

Owners

Sellick, Morley & Price  
Milford Haven.

Cargo

Insurance effected at

Lloyd's

On Vessel

On Cargo

Messrs Hartley Cooper & Co forward following  
extract from letter from Owners dated 22<sup>nd</sup> Jan. '08."We looked for her return on Sunday last (Jan 19)  
or at latest on Monday morning's tide. We have  
made enquiry throughout the Milford Haven  
Fishing Fleet but no vessel has seen her since  
she sailed.We understand from the Skipper's wife that it was  
his intention to go to the fishing grounds lying about  
260 miles West of St. Annes, he had aboard about  
95 tons coal sufficient to last 19/20 days and  
about 16/17 days food." 3345  
08

Latest Account

Sailed from Milford  
Haven for Fishing Grounds  
on the 2<sup>nd</sup> January 1908 and  
was seen 250 miles west of  
St Annes on the 6<sup>th</sup> January 1908

Crew:— 9

Apprentices

Number of Days out

Days

From sailing to 29<sup>th</sup> Jan. 27Do 5<sup>th</sup> Feb. 34Do 12<sup>th</sup> Feb. 41Do 19<sup>th</sup> Feb. 48From when seen to 29<sup>th</sup> Jan. 23Do 5<sup>th</sup> Feb. 30Do 12<sup>th</sup> Feb. 37Do 19<sup>th</sup> Feb. 44**DEVON** (steam trawler).—Cardiff, Jan. 24.—Much  
anxiety is felt at Milford Haven concerning the steam  
trawler Devon. The vessel left Milford Docks for sea  
on the night of Jan. 2 last, and in the ordinary course  
would have returned with her cargo of fish in about  
14 days from that date.—*South Wales Daily News*.**DEVON** (steam trawler).—Milford Haven, Jan. 27,  
12.40 p.m.—Steam trawler Devon missing, left for  
fishing grounds Jan. 2. Sailing trawler Daysprite  
reports having seen her boat on the 11th inst., 63 miles  
N by E of the Longships, badly stove in.**DEVON** (s).—Milford Haven, Jan. 27.—The steam  
trawler Devon, which left here Jan. 2, was seen on the  
fishing grounds, 250 miles west of St. Annes, at mid-  
day Jan. 6.**DEVON** (steam trawler).—London, Feb. 4.—Devon  
(steam trawler): The following are the contents of two  
letters received from the owners, dated the 1st and  
2nd inst. respectively:—We are this day advised by the  
Receiver of Wrecks at Runcorn that a lifebuoy belong-  
ing to the Devon was picked up at Conway Bar Buoy.  
The second lifebuoy of this ship was picked up on  
30th ult. at Newborough, Anglesea.

## COMMITTEE'S DECISIONS.

Deferred one week - 29<sup>th</sup> Jan. 1908  
for enquiry re length of voyageDeferred one week - 5<sup>th</sup> Feb. 1908On Board - 12<sup>th</sup> Feb. 1908Posted missing - 19<sup>th</sup> Feb. 1908



*Pellegrina C.* of Genoa. Bolgiano, Tons 1534 gross 1411 net.  
Newcastle N.S.W. for Antofagasta.

Application submitted

5<sup>th</sup> Feb. 1908.

REMARKS.

Subscribers making application

Aukland Aukland & Co.  
3748/08

Interested as Insurance Brokers on cargo

Owner

D. Olivari  
Camogli  
Italy

Cargo

Coal.

2100 Tons from Duckenfield Colliery.

Insurance effected at

London.

On Vessel

On Cargo

Latest Account

Sailed from Newcastle N.S.W.  
for Antofagasta on the 31<sup>st</sup>  
July 1907.

Crew:— 18

Apprentices nil.

Number of Days out

Days

COMMITTEE'S DECISIONS.

From sailing to last date from Antofagasta 150

On Board - 5<sup>th</sup> Feb. 1908Do 5<sup>th</sup> Feb.

189

Posted missing - 12<sup>th</sup> Feb. 1908.Do 12<sup>th</sup> Feb.

196



No. 3079

Alice H. of Faversham Official Number 71447 Tons 199 gross 175 net.  
 C. W. Payne.  
 Southampton for Llanelly

Application submitted

19<sup>th</sup> Feb. 1908.

REMARKS.

Subscribers making application

Chas. Wright <sup>4615</sup>/<sub>08.</sub>

Interested as Insurance Broker for cargo.

Owners

John Taylor & Son  
J. W. Taylor, Manager  
Sunderland.

Cargo

Loam.

Insurance effected at

Whitstable Mutual Assoc.

On Vessel

Lloyd's

On Cargo

Latest Account

Sailed from Southampton  
for Llanelly on the 16<sup>th</sup> December 1907  
and was sheltering off Lymington  
on the 23<sup>rd</sup> December 1907.  
Sailing confirmed by Agent Southampton.  
Crew:— 7 (about)  
Apprentices nil

**ALICE H.**—Whitstable, Feb. 11.—Anxiety is felt for the safety of the Alice H., which left Southampton with a cargo of 250 tons foundry loam, for Swansea, and which was reported by the master, by letter, dated Dec. 23, as anchored at Jack in the Basket (I.W.)

Whitstable, Feb. 20.—The master of the schooner James Fisher, now here, reports that on the afternoon of Dec. 25, when about five miles east of Wolf Rock, he was in company with a vessel which he took to be the Alice H. He further states that the other vessel continued on the starboard tack (wind ESE, a gale) till she was hull down, and having regard to the severity of the wind he is of opinion that the vessel must have been blown out to sea.—[See issue of Feb. 12.]

Ghent, Feb. 24.—The master, Moyses, of the schooner Swift, of Fowey, reports:—Brought up off Lymington on the evening of Dec. 23. Saw a brigantine also at anchor which I took to be the Alice H., but could not read name. She got under way at 9 a.m., Dec. 24, and proceeded through Needles Passage; wind about ESE.—[See issue of Feb. 21.]

L.L. 12<sup>th</sup> Feb. 190821<sup>st</sup> Feb. 190825<sup>th</sup> Feb. 1908

Number of Days out

Days.

From sailing to 19<sup>th</sup> Feb. ~~65~~ 72.

COMMITTEE'S DECISIONS.

On Board.

19<sup>th</sup> Feb. 1908

Posted missing—

26<sup>th</sup> Feb. 1908From off Lymington to 19<sup>th</sup> Feb. ~~58~~ 65



Grafton (barge) of Fall River, Griffiths, Tons 531 gross, 464 net.  
Philadelphia for Fall River.

Application submitted

26<sup>th</sup> Feb. 1908

REMARKS.

Subscribers making application

Herbert Worsley <sup>5558</sup><sub>98</sub>Interested as Broker for Insurance of  
Hull.

Owners

Staples Coal Company  
1 Broadway  
New York

Cargo

Coal

850 Tons bituminous coal

Insurance effected at

Lloyd's and  
London Companies

On Vessel

On Cargo

**MATANZAS** (barge).—London, Jan. 28.—Barges Matanzas, Fall River, Grafton (Staples Coal Company):—The following cable message has been received from New York:—All coal laden, in tow of Concord, broke adrift storm, night Jan. 23, about 30 miles from Montauk Point. Matanzas' crew removed by passing steamer. Later Concord found Matanzas rudderless, lost her again storm, night Jan. 26. Concord, Waltham left Newport to-day search; all expect find Matanzas.

L. &amp; Jan. 27

Latest Account

Tailed from Philadelphia  
for Fall River, Mass. on the  
21<sup>st</sup> January 1908, in tow, and  
broke adrift from tug on the  
24<sup>th</sup> January, 1908, off Montauk Point.  
Crew:— 3

Apprentices Nil

The "New York Journal of Commerce" states  
vessel cleared at Philadelphia on 21<sup>st</sup> Feb.  
for Pawtucket.

The Agent at Philadelphia has been asked  
to confirm sailing date and voyage.

Number of Days out

Days

COMMITTEE'S DECISIONS.

From breaking adrift to last report from Fall River 24

Deferred 14 days -

26<sup>th</sup> Feb. 1908

do

do

6<sup>th</sup> Mch 1908

42

On Board

11<sup>th</sup> March 1908

Do

to 26<sup>th</sup> Feb

33

Posted Missing -

18<sup>th</sup> -

Do

11<sup>th</sup> March

47

Do

18<sup>th</sup>

54

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Lloyd's consent.



No. 3087

Hartfield of Liverpool, Official Number 87961  
 A. Sandison  
 Valparaiso for Tacoma  
 Tons 1867 gross 1815 net

Application submitted

4<sup>th</sup> March 1908

REMARKS.

Subscribers making application

Arthur D Bradford 6578/08

Interested as Broker for Insurance of Hull

Owner

J. B. Walmsley & Co  
18 Chapel Street  
Liverpool

Cargo

1030 Tons of sand ballast

Insurance effected at

Lloyds	£4,500	} On Vessel
* Liverpool	£7,500	

On Cargo

Latest Account

Sailed from Valparaiso  
 for Tacoma on the 26<sup>th</sup> October  
 1907.

Crew:— 23

Including Apprentices 2

Number of Days out

From Sailing to 4<sup>th</sup> March 1908

Days

130

— do — " 11<sup>th</sup> March 1908

137

COMMITTEE'S DECISIONS.

On Board

4<sup>th</sup> March 1908

Posted Missing

11<sup>th</sup> — " —

**HARTFIELD.**—Seattle, Jan. 17.—Revenue cutters Perry and Thetis left Seattle last night to seek for possible survivors of British ship Hartfield, believed to be lost off the West Coast of Vancouver Island.—[See issue of Jan. 23.]

**HARTFIELD.**—Victoria, B.C., Jan. 18.—A wireless telegram of this date reports that wreckage had washed ashore near Estevan Point, West Coast Vancouver Island, consisting of cabin doors and other wreckage such as might have been washed from a ship that had broken up or had her decks swept. Amongst the wreckage was an imitation lifebuoy marked "Hartfield, Liverpool." A later report published this morning states that this wreckage had been discovered some time ago, but was not reported.—[See issue of Feb. 6.]

**HARTFIELD.**—Seattle, Jan. 16.—Hartfield: Message reports that vessel's deckhouse and several empty boxes were washed ashore this morning also lifeboat, with "Hartfield Liverpool" on.—[See issue of Jan. 23.]

Victoria, B.C., Jan. 17.—Supposed wreck of British ship Hartfield, reported from Estevan Point, Jan. 16: Two weeks ago wreckage consisting of cabin and deck furniture and wooden life preserver was found with pencil mark "Hartfield, Liverpool," part of a boat, square stern, no name. Revenue cutter Perry ordered here to investigate.—[See London under "Miscellaneous."]

**HARTFIELD.**—Victoria, B.C., Jan. 16.—A quantity of wreckage which has been thrown upon the coast points to the loss of the British sailing vessel Hartfield.—Reuter.

Seattle, Jan. 16.—British ship Hartfield, from (? of) Liverpool, is believed to have gone down with all aboard off the west coast of Vancouver Island. A wireless telegram reports that the vessel's deckhouse and several boxes have been washed ashore.—Reuter.

Victoria, B.C. (by Cable received Jan. 17).—A report received from west coast Vancouver Island states some wreckage has been found; a piece has on it the name "Hartfield, Liverpool." The wreckage is such as might have been washed from the decks of a vessel. Further particulars will be sent as soon as obtained.



Alacrita of London Official Number 84627 James Thorne  
Tons 1980 gross 1823 Net  
Delagoa Bay for Hongkong

Application submitted

11<sup>th</sup> March 1908.

REMARKS.

Subscribers making application

Herbert Worsley  
(Willis Faber & Co<sup>ys</sup>) 6724<sub>08</sub>

Owner

Anglo American Oil Co<sup>ys</sup>  
22 Billiter Street  
London

Cargo

1153 Tons of Stone &amp; Sand ballast

Insurance effected at

London Liverpool  
& New York

On Vessel

On Cargo

Latest Account

Sailed from Delagoa  
Bay for Hongkong on the 4<sup>th</sup>  
August 1907

Crew:— 22

Apprentices 14

Number of Days out

Days

From sailing to 11<sup>th</sup> March 1908

220

— " — to last report from  
Hongkong

215

— " — do —

215

— " — to 8<sup>th</sup> April 1908

248

— " — to 15<sup>th</sup> April 1908

255

COMMITTEE'S DECISIONS.

Deferred One Month

11<sup>th</sup> Mch 1908

On Board

8<sup>th</sup> April 1908

Posted Missing

15<sup>th</sup> April 1908



No. 3083

Castle Rock of Glasgow Official Number 99820 W.H. Jones  
Tons 1912 Gross 1787 Net  
Sydney N.S.W. for Seattle

Application submitted

11<sup>th</sup> March 1908

REMARKS.

Subscribers making application

Howard. H. Swann 6958  
08Interested as Broker for insurance  
of Hull

Owner

James Cornfoot & Co  
196 St Vincent Street  
Glasgow

Cargo

Coal

3083 Tons South Clifton Coal  
No 14751/08 Known to be non-combustible  
+ non explosive (Agents Letter)

Insurance effected at

Lloyds, the Companies  
and Mutual Clubs

On Vessel

On Cargo

Latest Account

Sailed from Sydney  
for Seattle on the 25<sup>th</sup> September  
1907

Crew:- 23

Apprentices 4

Number of Days out

Days

COMMITTEE'S DECISIONS.

From sailing to 11<sup>th</sup> March 1908

168

Deferred 14 days - 11<sup>th</sup> March 1908From sailing to last report from  
Seattle

187

Deferred 14 days - 25<sup>th</sup> - - -" " to 25<sup>th</sup> March 1908

182

On Board 8<sup>th</sup> April 1908" " to last report from Seattle  
31/3/08

188

Posted Missing 15<sup>th</sup> April 1908

" " do 6/4/08

194

From sailing to 8<sup>th</sup> April 1908

196

" " to 15<sup>th</sup> April 1908

203

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Lloyd's consent.



Bluefields 14 of Philadelphia, Higgins, Tons 736 gross 445 net  
Jacksonville for Philadelphia

Application submitted

11<sup>th</sup> March 1908

REMARKS.

Subscribers making application

J. Wishart  
(J Hartley Cooper & Co) 7418  
08Interested as Broker for Insurances  
of Hull

Owner

Baltimore & Philadelphia  
Steamboat Company

Cargo

General

Insurance effected at

Lloyds &amp; Elsewhere

On Vessel

On Cargo

Latest Account

Sailed from Jacksonville  
for Philadelphia on the 21<sup>st</sup>  
January 1908

Crew:—

18

Apprentices —

Number of Days out

From sailing to 11<sup>th</sup> March 1908

Days

50

COMMITTEE'S DECISIONS.

On Board — 11<sup>th</sup> Mch 1908

— do — " last report from Philadelphia 45

6<sup>th</sup> MchPorted Missing — 18<sup>th</sup> —— do — " 18<sup>th</sup> March 57



No. 5052

Wavellite 18/ of Greenock, McIntyre, Tons 592 gross 209 net  
 Official Number 114069  
 Maryport for Cork

Application submitted

18<sup>th</sup> March 1908

REMARKS.

Subscribers making application

George Ross

Interested as Broker for Insurances  
of Hull

Owner

Ross & Marshall Ltd  
Greenock

Cargo

Coal

Lloyds Agent at Maryport states that the  
Coal was shipped from the Saint Helens  
Colliery Co

Insurance effected at

London &amp; Glasgow

On Vessel

£7,150 in London

On Cargo

Latest Account

Sailed from Maryport  
for Cork on the 27<sup>th</sup> February  
1908

Crew:— //

Apprentices —

Number of Days out

Days

COMMITTEE'S DECISIONS.

From sailing to 18<sup>th</sup> March 1908

20

On Board

— 18<sup>th</sup> March 1908" " " 25<sup>th</sup> " "

27

Posted Missing

— 25<sup>th</sup> March 1908



Goto Maru 15/ of Mitsunoshō (Japan) Senkichi, Tons 4556 gross  
 Official Number 10,591 2824 net  
 Hakodate for San Francisco

Application submitted

25<sup>th</sup> March 1908

REMARKS.

Subscribers making application

Herbert Worsley  
 (Willis Faber & Co. Ld.) 8560/08Interested as Broker for  
 Re-insurances on Cargo

Owner

N. Hiroumi

Osaka

Japan

Cargo

3000 Tons Sulphur

&amp; 1400 " Coal

Insurance effected at

On Vessel

Tokio

On Cargo

Latest Account

Sailed from Hakodate  
 for San Francisco on the 8<sup>th</sup>  
 November 1907

Crew:—

including Apprentices

Number of Days out

Days

COMMITTEE'S DECISIONS.

From sailing to last report from  
 San Francisco

127

On Board

25<sup>th</sup> March 1908From sailing to 25<sup>th</sup> March 1908

138

Posted Missing

1<sup>st</sup> April 1908From sailing to last report from  
 San Francisco

135

From sailing to 1<sup>st</sup> April 1908

145



No. 3087

Orior of Newry, official number 108650 M. Hollywood Tons 284 gross  
 " 75 Net  
 Newport for Belfast

Application submitted

1<sup>st</sup> April 1908

REMARKS.

Subscribers making application

 Herbert Worsley  
 (Willis Faber & Co.) 9397  
 08

Interested as Broker for insurance of Hull

Owner

 The Carlingford Lough S. S. Co. Ltd.  
 Newry.

Cargo

Coal

301 Tons 10 cwt mixed Large  
Small Bargoed house coal

Insurance effected at

Lloyds &amp; Companies

On Vessel

Ulster Marine Ins. Co.

On Cargo

Latest Account

 Sailed from Newport  
 (Mon) for Belfast on the 7<sup>th</sup> March  
 1908

ORIOR (s). — London, March 16. — The following letter has been received from the owners, Newry:— The Orior left Newport Saturday morning last, 7th inst, with coal, for Belfast, and we regret to state that up to the present nothing has been heard of her. We have made inquiries in all directions. We fear there is only the bare chance of the steamer's machinery having broken down, and got drifted away down the Bay of Biscay with last Sunday and Monday's gale.

L.L. 16/3/08

Crew:—

8

Apprentices —

Number of Days out

Days

COMMITTEE'S DECISIONS.

From sailing to 1<sup>st</sup> April 1908

25

On Board —

1<sup>st</sup> April 1908" — " — 8<sup>th</sup> April 1908

32

Posted Missing

8<sup>th</sup> April 1908



No. 3088

Adolph Obvigof New York, Tons gross 1448 net 1302  
official number 106,021  
New York for San Francisco

Application submitted

8<sup>th</sup> April 1908.

REMARKS.

Subscribers making application

Charles Wright  
(Henry Head & Co.)41,843  
08Interested as Broker for insurance  
of Freight

Owner

J. F. Chapman & Co.  
17 State Street  
New York

Cargo

Coal

1234 Tons Anthracite  
779 Tons Bituminous

Insurance effected at

New York

On Vessel

Lloyds &amp; New York

On Cargo

Lloyds &amp; New York

on Freight

Latest Account

Sailed from New York  
for San Francisco on the 10<sup>th</sup> April  
1908

Crew:— 17

Apprentices 1

Number of Days out

Days

COMMITTEE'S DECISIONS.

From sailing to last report from  
San Francisco 31/3/08

356

On Board

8<sup>th</sup> April 1908

— " — do 5/4/08

361

Lost &amp; Missing

15<sup>th</sup> April 1908From sailing to 8<sup>th</sup> April 1908

364

— " — 15<sup>th</sup> April 1908

371



Middleborough for Drontheim

*Application submitted*

15<sup>th</sup> April 1908.

REMARKS.

### Subscribers making application

Subscribers making application  
The Maritime Ins.<sup>ce</sup> Co<sup>ys</sup> Ltd.  
Liverpool

Interested as Underwriters on Cargo

Owner

Christopher Andresen  
Christiania

## Cargo

Ships Materials  
Pig Iron & Sand

1027 Four

Insurance effected at

Christiania, Germany  
Holland, Antwerp  
Lille, Rouen

### On Vessel

England

## On Cargo

## Latest Account

Tailed from Middlesborough  
for Brontheim on the 3<sup>rd</sup>  
February 1908

Crew :- 14

## Apprentices

Number of Days out

Days

From sailing to last report from  
Brouthain. }

68

— " — " — " —  
— " — 18/4/08

75

From sailing to 15<sup>th</sup> April 1908.

13

" " " 22<sup>nd</sup> April 1908

38

## COMMITTEE'S DECISIONS.

# On Board

15<sup>th</sup> April 1908

Posted Missing

22

The Lloyd's mark is owned by Lloyd's, a body incorporated under the Lloyd's Act 1871, and is used with Lloyd's consent.



Mary A Duff of Lunenburg (N.S.) Geldert Reg. Tomaps 90  
 Official number 121855  
 Lunenburg (Nova Scotia) for Port of Spain (Trinidad)

Application submitted

3<sup>rd</sup> June 1908.

REMARKS.

Subscribers making application

Holmwood Holmwood L<sup>d</sup>.  
 15234  
 08

Interested as Broker for  
 Insurance of Cargo

Owner

William Duff  
 (Atlantic Fish Companies L<sup>d</sup>.)  
 Lunenburg  
 Nova Scotia

Cargo

Fish Lumber

Insurance effected at

Lunenburg

On Vessel

Lloyds

On Cargo

Latest Account

Sailed from Lunenburg  
 (Nova Scotia) for Port of Spain on  
 the 17<sup>th</sup> February 1908.

† Bremen, May 4.—Millpool (s), from Newport News,  
 arrived here to-day, reports:—April 23, 42 40 N,  
 43 40 W, passed schooner Mary A. Duff dismasted and  
 partly submerged.

L. L. 8 May

Crew:—

Apprentices

Number of Days out

Days

From Sailing to last report from }  
 Trinidad 4/5/08 }  
 — do — — do — 4/5/08 }

77  
 77

From Sailing to 3<sup>rd</sup> June 1908

107

— do — 10<sup>th</sup> June 1908

114

COMMITTEE'S DECISIONS.

On Board

3<sup>rd</sup> June 1908

Posted Missing

10<sup>th</sup> June 1908



No. 3097

*Falklandbank*

of Glasgow; Official number 102,685 J.A. Robbins

Tons 1913 gross 1781 net

Port Talbot for Valparaiso

Application submitted

17<sup>th</sup> June 1908

REMARKS.

Subscribers making application

L Hammond & Co<sup>o</sup> 16180/08Interested as Brokers for Insurance  
of Ship & Cargo

Owner

Andrew Weir & Co<sup>o</sup>  
(The Bank Line Ltd)  
6 Lloyd's Avenue  
EC

Cargo

Coal

2027 Tons

Lloyd's Agent at Swansea states that  
this coal was "North's Navigation Steam  
Coal"

Insurance effected at

London &amp; Liverpool

On Vessel

Lloyd's

On Cargo

Latest Account

Sailed from Port Talbot  
for Valparaiso on the 9<sup>th</sup> Nov<sup>r</sup>  
1907 and was spoken 31 S. 46 W.  
by "Checco", arrived Monte Video  
December 27<sup>th</sup> 1907.

Crew:- 29

including Apprentices 5

Spoken 31 S 46 W by "Checco" on  
the 18<sup>th</sup> Dec<sup>r</sup> 1907

Number of Days out

From Sailing to last report from  
Valparaiso 173

do

do

173

From Sailing to 27<sup>th</sup> June 1908

do

24<sup>th</sup> " "

180

From Sailing to 27<sup>th</sup> June 1908

do

24<sup>th</sup> " "

221

COMMITTEE'S DECISIONS.

On Board

17<sup>th</sup> June 1908

Posted Missing

24<sup>th</sup> " "



Europa 1<sup>st</sup> of Bremen, Eyben, Tons 2737 gross 1757 net  
Bremerhaven for Norfolk (Va)

Application submitted

1<sup>st</sup> July 1908

REMARKS.

Subscribers making application

A.C. Allan  
(Willis Faber & Co) 17,610/08

Interested as Broker for Insurance of Hull.

Owner

"Argo" Dampfschiffahrt Gesell.  
Bremen

Cargo

Kainit in bulk

3200 Tons

Insurance effected at

London

On Vessel

On Cargo

Latest Account

Sailed from Bremerhaven  
for Norfolk (Va) on the 15<sup>th</sup> April  
1908, and was spoken on the 21<sup>st</sup>  
April 48 N, 24 W.

Crew :-

26

Apprentices

Number of Days out

Days

From Sailing to last report from  
Norfolk (Va)

68

" " " " 27/6/08

75

From Speaking to 1<sup>st</sup> July

71

" " " " 8<sup>th</sup> "

78

From Sailing to 1<sup>st</sup> July

77

" " " " 8<sup>th</sup> "

84

COMMITTEE'S DECISIONS.

On Board

1<sup>st</sup> July 1908

Posted Missing

8<sup>th</sup> July 1908



No. 3093

Winnipegof Nystad, Erholm, Tons 879 gross 837 net  
Pensacola for Buenos Ayres

Application submitted

22<sup>nd</sup> July 1908

REMARKS.

Subscribers making application

Knowles &amp; Foster 19297

Interested as Owners of Cargo

Owner

J. Saarinen  
Nystad  
Finland

Cargo

Pitch Pine Lumber

Insurance effected at

Abo

On Vessel

Bremen

Lloyds, London &amp;

Compagnie

On Cargo

Latest Account

Sailed from Pensacola  
for Buenos Ayres on the 1<sup>st</sup>  
December 1907

London, April 30. — Lloyd's Agent Nystad writes that on the 24th inst. he received a telegram as follows:—"Kindly inquire Juba Saarinen if Winnipeg arrived Buenos Ayres or latest news," and in reply Lloyd's Agent writes that there has been no news of the Winnipeg since her departure from Pensacola.

Crew:—

15

Apprentices

Number of Days out

Days

From Sailing to last report from  
Buenos Ayres

208

" " " " 26<sup>th</sup>/08

215

From Sailing to 22<sup>nd</sup> July 1908

234

" " " 29<sup>th</sup> July 1908

241

COMMITTEE'S DECISIONS.

On Board

22<sup>nd</sup> July 1908

Posted Missing

29<sup>th</sup> July 1908



# Bangalore

of New York, Colley. Tons 1743 gross, 1560 net  
Norfolk (Va) for Honolulu

Application submitted

12<sup>th</sup> August 1908.

REMARKS.

Subscribers making application

A. H. Buchanan  
(W. A. Angove & Co<sup>rs</sup>) 21,160/08

Interested as Broker for Insurance

Owner

J. E. Turner  
(The Maine Navigation Co)  
New York.

Cargo

Coal

Cargo consisted of Eastner, Curran  
& Bullitt's Pocahontas Steam Coal.  
Agt. Baltimore 22,703/08

Insurance effected at

In America

On Vessel

In London on Freight &amp; Disbursements

No Insurance.

On Cargo

Latest Account

Tailed from Norfolk (Va)  
for Honolulu on the 28<sup>th</sup> October  
1907, and was spoken on the  
27<sup>th</sup> Nov<sup>r</sup> 1907 7 N + 26 W

Crew:— 21

Apprentices

Number of Days out

Days

COMMITTEE'S DECISIONS.

From Sailing to last report from  
Honolulu 15/7/08

251

On Board

12<sup>th</sup> August 1908

" " " " 22/7/08

238

Ported Missing

19<sup>th</sup> August 1908From Speaking to 12<sup>th</sup> August

259

" " " 19<sup>th</sup> "

266

From Sailing to 12<sup>th</sup> August

289

" " " 19<sup>th</sup> "

276



No. 3095

Carnedd Llewelyn, of Liverpool, off. No. 99323.1726 tons gross 1600 net, Evans, Caleta Buena to Falmouth  
f.o.

Application submitted

2 September 1908

REMARKS.

Subscribers making application

J. M. Tucker 23016

\* Pitman & Deane L<sup>td</sup> 23269Interested as broker for  
cargo interests.

Owner

Ship Carnedd Llewelyn Ltd  
R. H. Hughes Jones & Co  
Managers.

Cargo

Nitrate of soda

Insurance effected at

Lloyds

On Vessel

Lloyds

and Companies

On Cargo

Latest Account

Sailed from Caleta  
Buena (Chili) 19 February  
1908. Passed by the  
"Quilpue" 23<sup>rd</sup> Feb 4 20' 21" S  
76' 8" W.

Crew:— 24

Apprentices 6

Number of Days out

Days

195 from sailing

191 " passing.

From Sailing to 9<sup>th</sup> September 1908

202

" " 16<sup>th</sup> — do —

209

From Speaking to 9<sup>th</sup> September 1908

198

" " 16<sup>th</sup> — do —

205

COMMITTEE'S DECISIONS.

Deferred one week

2<sup>nd</sup> Sept 1908

On Board

9<sup>th</sup> Sept 1908

Posted Missing

16<sup>th</sup> Sept 1908



No. *2091*" *Ursula Bright* " of London, Official Number 108237

*Santiago (Cuba) for Philadelphia*  
 Coode Tons 3295 gross 2114 net

Application submitted

*14<sup>th</sup> October 1908*

REMARKS.

Subscribers making application

*A. W. Edwards 26301  
08.**Interested as Broker for,  
insurance of Hull.*

Owner,

*The Broadwater Steamship Co. Ld.  
 Woods, Tylor & Brown (Managers)  
 44 Leadenhall St. E.C.*

Cargo

*Iron Ore*

Insurance effected at

*Lloyds & London  
Company*

On Vessel

On Cargo

Latest Account

*Sailed from Santiago  
 (Cuba) for Philadelphia on the  
 10<sup>th</sup> September 1908*

Crew:—

*27*  
Apprentices

Number of Days out

Days

COMMITTEE'S DECISIONS.

*From sailing to last report from  
 Philadelphia 9/10/08*

*25**On Board**14<sup>th</sup> Oct 1908**" " " " 13/10/08**33**Lost Missing**21<sup>st</sup> Oct 1908**From sailing to 11<sup>th</sup> Oct 1908**34**" " " 21<sup>st</sup> " "**41*



"Foxteth"

No.

of Liverpool, official number 93721, Fraser  
 Tons 2585 gross 2387 Net  
 Port Talbot for Tocopilla

Application submitted

21<sup>st</sup> October 1908.

REMARKS.

Subscribers making application

H. B. Sedgwick 27.013  
08Interested as Broker for insurance  
of part Hull

Owner

The Leyland Shipping Co. Ltd.  
 Brown's Buildings  
 Liverpool

Cargo

Coal

3887 Tons Welsh Coal  
 Norths Navigation Steam Coal

27.013  
08

Insurance effected at

Liverpool &amp; London

On Vessel

On Cargo

Latest Account

Sailed from Port Talbot  
 for Tocopilla on the 2<sup>nd</sup> March  
 1908

Crew:— 27

Apprentices —

Number of Days out

From sailing to last report from  
 Tocopilla 17/8/08 168

" " " " " 182

From sailing to 21<sup>st</sup> Oct 1908 233

" " " 28<sup>th</sup> Oct 1908 240

COMMITTEE'S DECISIONS.

On Board 21<sup>st</sup> Oct 1908Dated Meeting 28<sup>th</sup> Oct 1908



No. 3098

*John M'Dermott* of New York, Bayles. Tons 564 gross 49 net.  
New York for Fajardo (Porto Rico)

Application submitted

25<sup>th</sup> November 1908.

REMARKS.

Subscribers making application

A. E. Wakow 29801/08

Interested as Broker for  
Insurance of Cargo

Owner

Abiel Abbot  
53 South Street  
New York

Cargo

General

Insurance effected at

On Vessel

Lloyds, London

On Cargo

Latest Account

Sailed from New York  
for Fajardo (Porto Rico) on the  
5<sup>th</sup> September 1908

**JOHN M'DERMOTT.**—Port Jefferson, Lt.,  
Oct. 20.—Anxiety is felt here for the safety of brig  
John M'Dermott, Bayles, from New York Sept. 5 for  
Porto Rico. The brig is considerably overdue, and no  
word has been received by the family of Captain Bayles,  
who resides here.—New York Herald.

L. List  
29/11/08

Crew:—

Apprentices

Number of Days out

Days

COMMITTEE'S DECISIONS.

From sailing to last report from  
San Juan (P.R.) 31/10/08

56

Deferred one month 25<sup>th</sup> Nov<sup>r</sup> 1908

" " " " 1/12/08

87

On board 23<sup>rd</sup> Dec<sup>r</sup> 1908

" " " " " "

87

From sailing to 25<sup>th</sup> Nov<sup>r</sup> 1908

81

Posted Missing 30<sup>th</sup> Dec<sup>r</sup> 1908" " " 23<sup>rd</sup> Dec<sup>r</sup> 1908

109

" " " 30<sup>th</sup> Dec<sup>r</sup> 1908

116



No. 3099.

*"Belle of the Exe"*

of Hull, Yarker.

Tons 233 gross 211 net

Official number 69570

Trinidad for Liverpool

Application submitted

6<sup>th</sup> January 1909

REMARKS.

Subscribers making application

Goddard Kennard & Co<sup>o</sup> 409<sup>04</sup>/<sub>08</sub>Interested as Brokers for  
Insurance of Hull

Owner

W. A. Massey & Co<sup>o</sup>  
Hull

Cargo

Asphalt

Insurance effected at

London

On Vessel

London

On Cargo

Latest Account

Sailed from Trinidad  
for Liverpool on the 28<sup>th</sup> August  
1908

Crew:—

Apprentices

Number of Days out

Days

COMMITTEE'S DECISIONS.

From Sailing to 6<sup>th</sup> Jan<sup>y</sup> 1909

131

Deferred one month

6<sup>th</sup> Jan<sup>y</sup> 1909

"

"

3<sup>rd</sup> Feb<sup>y</sup> 1909

159

On board

3<sup>rd</sup> Feb<sup>y</sup> 1909

"

"

10<sup>th</sup> Feb<sup>y</sup> 1909

166

Posted Missing

10<sup>th</sup> Feb<sup>y</sup> 1909



Neustria 1<sup>st</sup> of Marseilles, Thumin, Tons 2687 gross 1721 net  
New York for Marseilles

Application submitted

13<sup>th</sup> January 1909

REMARKS.

Subscribers making application

C. J. Bouring & Co (Insurance) L<sup>td</sup>Interested as Brokers for  
Insurance of Cargo

Owner

C<sup>ie</sup> Française de Nav. à Vapeur  
(C. Fabre & Co) Managers  
Marseilles

Cargo

General

2277 Tons

Insurance effected at

On Vessel

Indemnity M. Mar. Ins<sup>co</sup>

On Cargo

Latest Account

Sailed from New York  
for Marseilles on the 27<sup>th</sup> October  
1908Marseilles, Nov. 21, 10.45 a.m. — French steamer  
Neustria is six days overdue.

L.L. 2

Crew:— 41

including Apprentices 3

Number of Days out

From sailing to last report from  
Marseilles 9/1/09

74

" " " " "

81

From sailing to 13<sup>th</sup> Jan<sup>y</sup> 1909

78

" " " 20<sup>th</sup> Jan<sup>y</sup> 1909

85

COMMITTEE'S DECISIONS.

On board

13<sup>th</sup> Jan<sup>y</sup> 1909

Posted Missing

20<sup>th</sup> Jan<sup>y</sup> 1909



No. 3101

*"Isle of Erin"*of Liverpool, Official Number 70,977, McMinw.  
Tons 941 gross 889 net  
Sunderland for Monte Video

Application submitted

13<sup>th</sup> January 1909

REMARKS.

Subscribers making application

The British Marine Mutual Ins<sup>ce</sup> Ass<sup>ns</sup>  
E. R. Evans & Co (Managers)Interested as Underwriters  
on Hull

Owner

M<sup>rs</sup> M. A. MalcolmAccording to Lloyds Register the Managers  
are Messrs. Rettmeyer & Hoesenmüller  
of Hamburg

Cargo

Coal

1377 Tons

South Hetton Best Coal

7 App. Sunderland

Insurance effected at

London

On Vessel

Hamburg

Abroad

On Cargo

Latest Account

Sailed from Sunderland  
for Monte Video on the 17<sup>th</sup> Oct.  
1908 and sighted on the 19<sup>th</sup> Oct.  
4 miles off North Ronaldshay  
Lighthouse

Crew:— 18

Including Apprentices 2

**ISLE OF ERIN.**—Kirkwall, Oct. 27, 3 15 p.m.—  
Reported here from North Ronaldshay that a barque  
passed near the lighthouse on Monday night with heavy  
list, yardarms near the water; also a broken boat drove  
ashore with name Isle of Erin.

L. L. 28/10/08

**ISLE OF ERIN.**—Glasgow, Nov. 12. — Captain  
Malcolm, owner of the Isle of Erin, has received a  
letter from the lighthouse-keeper at North Ronaldshay  
giving the first authentic account of the last that has  
been seen of this vessel and her crew. The lighthouse-  
keeper says the Isle of Erin was sighted at 3 p.m. on  
Oct. 19, four miles from North Ronaldshay Lighthouse.  
She was pitching and rolling at the mercy of the waves.  
Her masts were alright, and if she had more canvas

L. L. 13/11/08

spread than necessary, the sails appeared good.  
Through a telescope a flag was seen at the mizen and  
one at the maintop. The hull did not appear deeper in  
the water than was to be expected of a laden vessel,  
but there was a decided list to starboard. The barque  
seemed moving very slowly, and was lost to view till  
7 o'clock, when the firing of a rocket and the exhibition  
of torchlights showed that with the turn of the tide she  
had approached dangerously near the island, and was  
in a most perilous position. The night was pitch dark,  
but for the next two hours rockets from the same spot  
showed that the vessel had anchored. By 9 o'clock the  
snapping of the cable was indicated by the torchlights  
moving and slowly drifting passed Dennis Point. At  
9 15 she was dangerously near Seal Skerry, but she is  
believed to have passed this reef undamaged, as she  
was seen at 10 o'clock north-west of the Skerry. From  
there the vessel would be carried clear of the Orkneys  
in a north-westerly direction. Captain Malcolm says  
that a vessel seen last week bottom up off Rattray  
Head could not be the Isle of Erin, which is an iron  
vessel, built at Glasgow.Dundee, Feb. 6.—Information has been received at  
Kirkwall from the island of North Ronaldshay, Orkney,  
that some seamen's belongings, consisting of clothing  
and bedding, have come ashore there. The opinion  
locally is that these belong to the ship Isle of Erin.

L. L. 8/2/09

Number of Days out

Days

COMMITTEE'S DECISIONS.

1909

From sailing to last report from  
Monte Video 18/12/08

62

Deferred 14 days

13<sup>th</sup> Jan 1909

1909

" " " — " — 31/12/08

75

Deferred further 14 days

27<sup>th</sup> Jan 1909

" " " — " — 15/1/09

90

" " " — " — 23/1/09

97

On board

10<sup>th</sup> Feb. 1909From sailing to 13<sup>th</sup> Jan 1909

88

" " " 27<sup>th</sup> — " —

102

Posted Missing

17<sup>th</sup> Feb. 1909" " " 10<sup>th</sup> Feb 1909

116

" " " 17<sup>th</sup> Feb 1909

123

The Lloyd's mark is owned by Lloyd's, a body incorporated under the Lloyd's Act 1871, and is used with  
Lloyd's consent.



Stiklestad 15/ of Sandefjord, Thorsen, Tons 1777 gross 1116 net  
Glasgow for Sydney (C.B.)

Application submitted

27<sup>th</sup> January 1909

REMARKS.

Subscribers making application

Henry Dumas 2232  
(Dumas & Wylie) 09

F.W. Budd-Budd

(Budd-Budd &amp; Edenborough)

Interested as Broker for,  
Insurance of Hull (part of)

— do —

— do —

Owner

A. F. Klaveness & Co  
Lysaker  
Norway

Cargo

Bricks &amp; General

Insurance effected at

London (part of)

On Vessel

On Cargo

Latest Account

Sailed from Glasgow  
for Sydney (C.B.) on the 23<sup>rd</sup> Nov<sup>r</sup>  
1908

Crew:—

20

Apprentices —

Number of Days out

Days

COMMITTEE'S DECISIONS.

From sailing to last report from

Sydney (C.B.)

49

On board

27<sup>th</sup> Jan<sup>y</sup> 1909

"

"

"

"

11/1/09

49

Lost Missing

3<sup>rd</sup> Feb<sup>y</sup> 1909From sailing to 27<sup>th</sup> Nov<sup>r</sup> 1908

65

"

"

"

3<sup>rd</sup> Feb<sup>y</sup> 1909

72



No. 3702

"Jarlen" of Sandefjord, Andersen, Tons 1652 gross 1525 net  
Lobos de Tierra for Europe

Application submitted

27<sup>th</sup> January 1909

REMARKS.

Subscribers making application

Henry Dumas

(Dumas + Wylie)

F.W. Budd-Budd

(Budd-Budd + Edenborough)

Interested as Broker for Insurance  
of part Hull.

Owner

A. F. Klaveness & Co  
Lysaker  
Norway

Cargo

Guano

Insurance effected at

London (part of)

On Vessel

On Cargo

Latest Account

Sailed from Lobos de Tierra  
for Europe on or about the 16<sup>th</sup>  
June 1908According to Lloyd's list she sailed on or  
about the 23<sup>rd</sup> June 1908

Crew:— 19

Apprentices —

Number of Days out

Days

COMMITTEE'S DECISIONS.

From sailing to 27<sup>th</sup> Jan 1909

225

Deferred 14 days

27<sup>th</sup> Jan 1909

"

"

10<sup>th</sup> Feb 1909

239

On board

10<sup>th</sup> Feb 1909

"

"

17<sup>th</sup> Feb 1909

246

Posted Missing

17<sup>th</sup> Feb 1909



*Ionic* (Barge) of London, official number 98961, Phillips,  
Tons 66  
London for East Cowes (S of W)

Application submitted

10<sup>th</sup> February 1909

REMARKS.

Subscribers making application

B. A. Glauwill

(Glauwill Euthoven &amp; Co)

Arthur Bray

3767

09

3855

09

Interested as Broker for  
Insurance of Pig Lead.

— do —

— do — of Ship &amp; part Cargo

Owner

Richard Cox  
Castletown,  
Portland

Cargo

Pig Lead &amp; Seal

Insurance effected at

Indemnity M. Ins<sup>co</sup>

On Vessel

Lloyds

On Cargo

Latest Account

Sailed from London  
for East Cowes on the 29<sup>th</sup> Decr  
1908, and was with the Barge  
"Glendevon" off Beachy Head on  
the 10<sup>th</sup> Jan<sup>y</sup> 1909

Crew:—

Apprentices

**BETHANIA** (s).—Frawle Point, Jan. 11, 3 16 p.m.  
—Passed west 3 p.m. to-day, steamer Bethania, from  
Hamburg, signalled following message: "Have had  
collision with strange sail off Beachy Head, without  
damage; strange sail was not found, probably  
foundered."

Lloyds List  
12 Jan 1909

It is ascertained that the Portland barge *Ionic*,  
which has been missing, was sunk in the Channel by  
the Hamburg-American steamer *Belgravia*, and that  
the crew of three men perished.

The Times  
6 Feb 1909

Antwerp, Feb. 9.—The Belgian pilot boat No. 9 has  
fallen in with a capsized boat in a damaged condition off  
Westkapelle, bearing the name "*Ionic*—London."

Lloyds List  
17 Feb 1909

Number of Days out

Days

From Speaking to 10<sup>th</sup> Feb<sup>y</sup> 1909

31

" " " 24<sup>th</sup> March

45

" Sailing " 10 Feb<sup>y</sup> 1909

43

" " " 24 " "

57

" " " 3<sup>rd</sup> Mch 1909

64

COMMITTEE'S DECISIONS.

Defer 14 days

10<sup>th</sup> Feb<sup>y</sup> 1909

On board

24<sup>th</sup> Feb<sup>y</sup> 1909

Posted Missing

3<sup>rd</sup> March 1909



No. 3105

Baltimore of Glasgow, Official Number 98693, Groundwater  
Tons 1422 gross 1338 net  
Callao for Antwerp

Application submitted

10<sup>th</sup> February 1909.

REMARKS.

Subscribers making application

John. H. Morrison  
(Super & Co)4394  
09

Interested as Broker

Owner

Hatfield Cameron & Co  
10 Bothwell Street  
Glasgow

Cargo

Guano

Insurance effected at

London, Liverpool,  
& Glasgow

On Vessel

London

On Cargo

Latest Account

Sailed from Callao  
for Antwerp on the 16<sup>th</sup> July 1908According to Lloyd's dist she sailed from  
Callao on the 18<sup>th</sup> July 1908

Crew:— 20

Apprentices —

Number of Days out

Days

From Sailing to 10<sup>th</sup> Feb<sup>y</sup> 1909

209

COMMITTEE'S DECISIONS.

Defer 14 days 10<sup>th</sup> Feb<sup>y</sup> 1909From Sailing to 24<sup>th</sup> Feb<sup>y</sup> 1909—223Deferred further 111 days 24<sup>th</sup> Feb<sup>y</sup> 1909— " — " 10<sup>th</sup> March 1909—237Onboard 10<sup>th</sup> March 1909— " — " 17<sup>th</sup> — — — 244Posted Missing 17<sup>th</sup> March 1909



Newent 13/ of Sunderland, official No 85,013, Bolton  
Tons 994 gross 613 net  
Southampton for Blyth

Application submitted

10<sup>th</sup> March 1909

REMARKS.

Subscribers making application

J Lea Smith  
(Hamilton Smith & Co)Broker for Insurance of  
part Hull

Owner

James Westoll  
13 John Street  
Sunderland

Cargo

In Water ballast

Insurance effected at

Lloyds

On Vessel

On Cargo

Latest Account

Sailed from Southampton  
for Blyth on the 12<sup>th</sup> February 1909

**NEWENT** (s).—London, Feb. 22.—It is feared that the Newent (s), of Sunderland, has been lost with 15 lives. The vessel should have made the voyage from Southampton to Blyth in two days, and eight days have passed since she sailed.—Times.

**NEWENT** (s).—London, Feb. 23.—The owners telegraph from Sunderland, Feb. 23, 12 47 p.m.:—Captain steamer Walter Scott reports passing Newent near "Owens," about six evening, twelfth inst.

3 Owners

Lloyd's List 22/2/09

— " — 24/2/09

Crew:—

15

Apprentices

Number of Days out

Days

From sailing to 10<sup>th</sup> Mch 1909

26

" " " 17<sup>th</sup> Mch 1909

33

COMMITTEE'S DECISIONS.

On board

10 Mch 1909

Posted Missing

17<sup>th</sup> March, 1909



No. 3107

Adolf Tidemand of Mariehamn, Karlsson  
Tons 1202 gross 1127 net  
West Hartlepool for Genoa

Application submitted

31<sup>st</sup> March 1909.

REMARKS.

Subscribers making application

The Maritime Ins<sup>co</sup> Co Ltd.  
Liverpool

Interested as Underwriters on Cargo

Owner

J. E. Johansson  
Finland

Cargo

Coal

Horden Gas Coal - Agt W. A. Pool  
100 1/2 tons

Insurance effected at

—

On Vessel

Liverpool

On Cargo

Latest Account

Sailed from West  
Hartlepool for Genoa on the  
14<sup>th</sup> November 1908

Crew:— 16

Apprentices —

Number of Days out

Days

From Sailing to last report  
from Genoa 27/3/09.

133

" " " — " 24/09.

140

From Sailing to 31<sup>st</sup> Mch 1909

137

" " " 7<sup>th</sup> April 1909.

144

COMMITTEE'S DECISIONS.

On board

31<sup>st</sup> Mch 1909

Posted Missing

7<sup>th</sup> April 1909



Challenger of Fowey, Official No 67421, Le Pedine, Tons 67  
St Johns (N.Z.) for Figueira

Application submitted

5<sup>th</sup> May 1909.

REMARKS.

Subscribers making application

Holmwood & Holmwood L<sup>td</sup>  
12707  
09.

Interested as Brokers for Cargo

Owner

Thomas J. Stephens  
Perkewan  
St Austell, Cornwall

Cargo

Cod Fish

Insurance effected at

Lloyds

On Vessel

Lloyds

On Cargo

Latest Account

Sailed from St Johns  
(N.Z.) for Figueira on the  
11<sup>th</sup> December 1908

Crew:—

21

Apprentices —

Number of Days out

Days

COMMITTEE'S DECISIONS.

From Sailing to last report

from Figueira 26/4/09

136

On board

5<sup>th</sup> May 1909

"

"

—"—" 3/5/09

143

Posted Missing

12<sup>th</sup> May 1909From Sailing to 5<sup>th</sup> May 1909

145

152



No. 3109

Australianof Greenock, official N<sup>o</sup> 105575, J. Hunter

Tons 2103 gross 1955 net

Mazatlan for Sydney N.S.W.

Application submitted

19<sup>th</sup> May 1909.

REMARKS.

Subscribers making application

J. Baddeley  
(Rose Thomson Young & Co.)

Interested as Broker for Hull

Owner

The Ship "Australian" Co<sup>rs</sup>  
Mess<sup>rs</sup> Lang & Filton L<sup>td</sup>  
1 Cathcart Str, Greenock

Cargo

1000 Tons Stone &amp; Rubbish ballast

Insurance effected at

London, Liverpool  
& Glasgow.

On Vessel

On Cargo

Latest Account

Sailed from Mazatlan  
for Sydney N.S.W. on the 25<sup>th</sup>  
November 1908.

Crew:— 26

including Apprentices 5

Number of Days out

From Sailing to last report  
from Sydney

Days

139

" " " " 27/6/09

153

167

174

From Sailing to 19<sup>th</sup> May 1909

175

" " " 2<sup>nd</sup> June 1909

189

" " " 16<sup>th</sup> " 1909

203

" " " 23<sup>rd</sup> " 1909

210

COMMITTEE'S DECISIONS.

Defer 14 days

19<sup>th</sup> May 1909

Defer further 14 days

2<sup>nd</sup> June 1909

On board

16<sup>th</sup> June 1909

Posted Missing

23<sup>rd</sup> June 1909

Liverpool, March 5, 3 10 p.m.—Australian: Replying inquiry, Lloyd's Agent Sydney cables 5th:—"No news."

Sydney, April 6.—The ship Australian, overdue at Sydney, has been sighted by the barque Forthbank, which lately arrived at Sydney from Carrizal Bayo. She appeared all well, but signals were not exchanged (Shipping Gazette Correspondent).—[Memo.:—With reference to above, the owners of the Forthbank state that they have no news of this speaking. They received a letter from the captain of the Forthbank while at Sydney, but he made no mention of having spoken the Australian.] Latest: London, May 13.—Lloyd's Agent at Sydney, in reply to enquiry, telegraphs as follows: There is no news Australian has been spoken. No confirmation ship seen by Forthbank was Australia (? Australian).

## THE OVERDUE AUSTRALIAN.

Our Sydney Correspondent writes under date April 13:—

All hope has been abandoned respecting the ship Australian, which is considerably overdue at Sydney from Mazatlan (Mexico). The ship commenced her voyage as far back as Nov. 25 last, in command of Captain Hunter.



Briar [s] of London, Official No 99208, J. Baldry.  
Tons 188 gross 84 net  
Montrose for Shoreham

Application submitted

19<sup>th</sup> May 1909

REMARKS.

Subscribers making application

The Northern Marine Ins Co Ltd  
Newcastle-on-TyneInterested as Underwriters  
on Cargo

Owner

J. S. Cole  
Newcastle-on-Tyne

Cargo

Potatoes in bags

146 Tons

Insurance effected at

Havre

On Vessel

Newcastle London

On Cargo

Latest Account

Sailed from Montrose  
for Shoreham on the 2<sup>nd</sup> April  
1909.

Crew:—

Apprentices

**BRIAR** (s).—Montrose, April 6, 12 5 p.m.—Boat marked "Briar" washed ashore two miles south Gourdon, sides stove in, evidently boat of steamer Briar, of London, which left this for Shoreham Friday night, laden with potatoes, reported to have struck rocks at entrance harbour in going out. [Memo.—With reference to above, Lloyd's Agent, Shoreham, writes, April 6, that the Briar (s) had not arrived, and according to a letter received April 6 from Newcastle, where the Briar (s) was to put in for bunkers, she had not arrived there at the time of writing.]

Number of Days out

From Sailing to 19<sup>th</sup> May 1909. 47" " " 26<sup>th</sup> May 1909. 54

COMMITTEE'S DECISIONS.

On board

19<sup>th</sup> May 1909

Posted Missing

26<sup>th</sup> May 1909



No. 3111

# Condor

of Castellamare, Capiero, Tons 1358 gross 1283 net  
Pisagua for Fiume

Application submitted

26<sup>th</sup> May 1909.

REMARKS.

Subscribers making application

A. T. Alexander

Interested as Broker for Insurance  
of Cargo

Owner

G. Lauro  
ItalyWrote Agent Genoa 8<sup>th</sup> May 1909

Cargo

Nitrate of Soda

Insurance effected at

On Vessel

On Cargo

Latest Account

Sailed from Pisagua  
for Fiume on the 14<sup>th</sup> October 1908  
was at St Michael's Azores on  
the 4<sup>th</sup> Feb'y 1909. & supposed in Collision  
w<sup>th</sup> Algiers about 27<sup>th</sup> Feb'y with Belgian  
Crew:—Steamer Australia

Apprentices

Number of Days out

From Sailing to last Report

Days

106

From Fiume

21/5/09

114

From St Michael's to 26<sup>th</sup> May 1909

111

" " " " 2<sup>nd</sup> June 1909

118

" Sailing " 26<sup>th</sup> May 1909

221

" from Pisagua " 2<sup>nd</sup> June 1909

231

The Lloyd's mark is owned by Lloyd's, a body incorporated under the Lloyd's Act 1871, and is used with  
Lloyd's consent.

COMMITTEE'S DECISIONS.

On-board

26<sup>th</sup> May 1909

Lost Missing

2<sup>nd</sup> June 1909

**AUSTRALIA (s).**—Algiers, Feb. 24.—The sailing vessel which was in collision with the steamer Australia was a fairly large one, apparently of about the same tonnage as the Australia, and was probably constructed of iron. The language heard by the survivors of the Australia was Italian. It is alleged that the unknown vessel had three masts.—[See Condor.]

**CONDOR.**—Algiers, Feb. 27, 3 41 p.m.—Austria signalled Oran, passed lifeboat marked "Condor, London," containing four corpses; possibly refers collision Australia.

Algiers, Feb. 28, 12 35 p.m.—Referring to our telegram of yesterday—Condor, presumed St. Michael's for Fiume. Lifeboat contained five bodies, decomposed. Position boat 20 miles west Oran. Good reasons assume belongs sailer which collided Belgian steamer Australia.—[See Australia (s).]

**CONDOR.**—Algiers, March 1.—The Austria (s), Matz, from the Tyne, which put in here yesterday for coals, reports that at 8 a.m., Feb. 27, about 20 miles from Oran, she sighted a waterlogged lifeboat, marked "Condor, London," containing 5 bodies, one of which was washed out of the boat as the steamer was approaching. From the decomposed state of the bodies it is supposed they had been in the water for some time. The boat, which had a mast with sail flying loose, had probably contained other bodies. Two torpedo-boats were sent to the position, but returned after a fruitless search.—[See issue of March 4.]



# Fort George of San Francisco, Fullerton, Tons 1769 gross 1705 net New York for Honolulu

Application submitted

30<sup>th</sup> June 1909

REMARKS.

Subscribers making application

J. Wishart  
(Hartley Cooper & Co) 18490  
1909Interested as Broker having  
effected insurance

Owner

Matson Navigation Co  
268 Market St  
San Francisco

Cargo

General Merchandise

Insurance effected at

United States &amp; Europe

On Vessel

On Cargo

Latest Account

Sailed from New York  
for Honolulu on the 26<sup>th</sup> July 1908  
and was spoken in lat 11 north  
Longitude 25 West on the 27<sup>th</sup> Aug 1908

London, Jan. 6.—Fort George, New York for Honolulu:—In answer to inquiry asking whether above vessel had arrived, Lloyd's Agent Honolulu telegraphs, Jan. 5, 8 56 p.m.: Has not arrived.

Crew:—

18

Apprentices

Number of Days out

Days

From Speaking to 30<sup>th</sup> June 1909

307

" " " 7<sup>th</sup> July 1909

314

From Sailing to last Report from  
Honolulu 5/6/09.

314

" " " — " — 10/6/09

319

From Sailing to 30<sup>th</sup> June 1909

339

" " " 7<sup>th</sup> July 1909

346

COMMITTEE'S DECISIONS.

On board

30<sup>th</sup> June 1909

Posted Missing

7<sup>th</sup> July 1909



No. 3115

# Brodick Castle of Victoria (B.C.) official number 71743

Taylor, Tons 1820 gross 1770 net  
Portland (C) for United Kingdom or Continent

Application submitted

29<sup>th</sup> September 1909

REMARKS.

Subscribers making application

Henry Chester 26443<sup>09</sup>  
(Black Moore & Co)Interested as Broker having  
effected insurances for Owners

Owner

The Ship (Brodick) Castle & Co.  
Hind Rolph & Co (Managers)  
San FranciscoExtract of letter from Messrs Hind,  
Rolph & Co of San Francisco submitted

Cargo

Barley in sacks

Insurance effected at

Lloyds

On Vessel

Lloyds &amp; Co.

On Cargo

Latest Account

Sailed for Portland (C)  
for United Kingdom or Continent  
on the 4<sup>th</sup> Dec<sup>r</sup> 1908, and passed  
Astoria on the 6<sup>th</sup> Dec<sup>r</sup> 1908.

Crew:— 20

Apprentices —

Number of Days out

Days

From Sailing to 29<sup>th</sup> Sept 1909 299" " " 6<sup>th</sup> Oct<sup>r</sup> 1909 306

COMMITTEE'S DECISIONS.

On board

29<sup>th</sup> Sept 1909

Posted Missing

6<sup>th</sup> Oct<sup>r</sup> 1909



No. 3114

Maria Louise of Breiholz, Engellandt, Tons 86 gross  
68 net  
Harburg for Berwick-on-Tweed

Application submitted

27<sup>th</sup> October 1909

REMARKS.

Subscribers making application

A. C. Allan  
(Henry Willis & Co<sup>rs</sup> L<sup>td</sup>) 29257 09Interested as Broker for insurance  
of Cargo

Owner

Jacob Engellandt

Cargo

Oilcake

150 Tons in Bulk

Insurance effected at

Harburg

On Vessel

London

On Cargo

Latest Account

Sailed from Harburg  
for Berwick-on-Tweed on the  
24<sup>th</sup> August 1909

**MARIA LOUISE.**—London, Oct. 2.—It is feared that the German schooner Maria Louise, Harburg for Berwick, cargo, oilcake, has been lost in the North Sea with all hands. The vessel left Harburg Aug. 24, and since then nothing has been seen or heard of her.—Times.

Crew:—

4

Apprentices

Number of Days out

From Sailing to 27<sup>th</sup> Oct<sup>r</sup> 1909Days  
64do — do — 3<sup>rd</sup> Nov<sup>r</sup> 1909

71

COMMITTEE'S DECISIONS.

Onboard

27<sup>th</sup> Oct<sup>r</sup> 1909

Posted Missing

3<sup>rd</sup> Nov<sup>r</sup> 1909



No. 3115

Clan Macpherson of Glasgow, J. Thompson, Official No 90066  
Tons 1680 gross 1586 net  
Newcastle N.S.W. for Valparaiso

Application submitted

3<sup>rd</sup> November 1909

REMARKS.

Subscribers making application

A. H. Buchanan  
(W. A. Angus & Co. L<sup>td</sup>)Interested as Broker for Insurance  
of Hull & Cargo

Owner

Thomas Dunlop & Sons  
70 Wellington Street  
Glasgow

Cargo

Coal

Insurance effected at

Lloyds

On Vessel

+ London, Liverpool & Glasgow  
Companies  
Lloyds.

On Cargo

London Companies

Latest Account

Sailed from Newcastle  
N.S.W. for Valparaiso on the 24<sup>th</sup>  
June 1909.

**CLAN MACPHERSON.** — London, Nov. 13. —  
According to information received by the owners of the  
ship Clan Macpherson, from the Admiralty, H.M.S.  
Challenger has searched the Kermadec Islands and re-  
ports that there is no sign of that vessel. A heavy  
gale prevented communication with Sunday Island.

Crew: — 25

Including Apprentices 6

Number of Days out

Days

From Sailing to last report from

Valparaiso 27/9/09

95

— do — — do — — do — 10/10/09

108

— do — — do — — do — 23/10/09

121

From Sailing to 3<sup>rd</sup> Nov<sup>r</sup> 1909

132

do — do — 24<sup>th</sup> do 1909

153

do — do — 1<sup>st</sup> Dec<sup>r</sup> 1909

160

COMMITTEE'S DECISIONS.

Deferred for three weeks 3<sup>rd</sup> Nov<sup>r</sup> 1909

On the Board

24<sup>th</sup> Nov<sup>r</sup> 1909

Posted Missing

1<sup>st</sup> Dec<sup>r</sup> 1909



Waratah 1/8 of London, Official N<sup>o</sup> 125,741, J. E. Mbery  
Tons 9,339 gross 6,004 net

Durban for Capetown  
bound from Sydney NSW for London

Application submitted <sup>th</sup> 8 December 1909

REMARKS.

Subscribers making application  
W. Lund

Owners  
The Blue Anchor Line Ltd.  
W. Lund House (Managers)  
5 East India Avenue E.C.

Cargo  
General Merchandise

Insurance effected at

Lloyds & Companies

*Lloyds' & Companies* } *On Cargo*

Latest Account Sailed from Durban  
for Capetown on the 26<sup>th</sup> July 1909  
and was spoken <sup>by the Clau Macintyre</sup> on the 27<sup>th</sup> July 1909  
in lat 31.36 S long 29.58 E

Crew:- 122  
Including Apprentices 2

**WARATAH** (s).—*Cape Town*, Dec. 7.—Union-Castle liner Sabme, which has been searching for the missing liner Waratah, has passed Cape Agulhas on her return to Cape Town. She made no report for the signal station.—*Reuter*.

Number of Days out

Days

## COMMITTEE'S DECISIONS.

# On the Board

8<sup>th</sup> Decr 1909

From Durban to last report from	113
" " " " 14 <sup>th</sup> Dec 1909	120
From Speaking to 8 <sup>th</sup> Dec 1909	125
" " " 15 <sup>th</sup> " "	141
From Durban to 8 <sup>th</sup> Dec 1909	135
do do " 15 <sup>th</sup> do 1909	142

Posted Missing

15<sup>th</sup> Dec<sup>r</sup> 1909



No. 3107

Flying Cloud (Hetch) of Jersey, Official No 45,287, Whittle  
Fons 66  
Quimper for Newport (Mon)

Application submitted

15<sup>th</sup> December 1909

REMARKS.

Subscribers making application

C. F. Harbridge  
(Houlder Brothers & Co Ltd)

Interested as Broker for Insurance  
of Cargo.

Owner

Joseph J. Grant  
30 Chevalier Road  
Jersey

Cargo

Potatoes

Insurance effected at

Unknown

On Vessel

Lloyds

On Cargo

Latest Account Tailed from Quimper  
for Newport (Mon) on the 16<sup>th</sup>  
November 1909

Crew:—

3

Apprentices —

Number of Days out

Days

COMMITTEE'S DECISIONS.

From Sailing to 15<sup>th</sup> Dec<sup>r</sup> 1909

29

Deferred for 30 days

15<sup>th</sup> Dec<sup>r</sup> 1909— do — do — 19<sup>th</sup> Jan<sup>y</sup> 1910

64

On the Board

19<sup>th</sup> Jan<sup>y</sup> 1910— do — do — 26<sup>th</sup> Jan<sup>y</sup> 1910

71

Posted Missing

26<sup>th</sup> Jan<sup>y</sup> 1910



Whitewood 18/ of Newcastle-on-Tyne, Official No 125422, J. Dawson  
Tons 1250 gross 756 net  
Hull for Bremen

Application submitted

22<sup>nd</sup> December 1909

REMARKS.

Member

Subscribers making application

Mr F. E. Dixon

(Harris + Dixon L<sup>td</sup>) 48037Interested as Broker for insurance  
on Hull

Owners

The Screw Collier Co L<sup>td</sup>  
(J Ridley, Son + Tully)

Cargo

Coal

1670 Tons Gas Coal

Insurance effected at

Lloyds, Companies + Clubs

On Vessel

On Cargo

Latest Account Sailed from Hull  
for Bremen on the 2<sup>nd</sup> Dec<sup>r</sup> 1909

Crew:— 18

Apprentices

**WHITEWOOD** (s).—London, Dec. 11.—The owners of the Whitewood (s), bound from Hull, for Bremen, received a message yesterday that a lifeboat belonging to the Whitewood had been picked up in the North Sea and towed into Grimsby.

**WHITEWOOD** (s).—Stockholm, Dec. 13, 7 p.m.—One lifeboat marked "Whitewood Newcastle," containing 1 oar, 2 hooks, 1 lamp, 1 life anchor, 2 axes, reported by Gothenburg steamer Carl XV., sighted Dec. 9, 3 p.m., 8 minutes WSW Horns Reef Light, Denmark.—[See issue of Dec. 11.]

**WHITEWOOD** (s).—Oxelösund, Dec. 14.—The master of the Carl XV. (s) reports having picked up a lifeboat, marked "Whitewood, Newcastle," Dec. 9, 3 p.m., 8 minutes WSW of Horns Reef Lighthouse. The boat contained one oar, two boatbooks, one lantern, one drift anchor, and two axes.—[See issue of Dec. 14.]

Number of Days out

Days

From Sailing to last report from

Bremen 20/12/09

18

— do — — do — — do — —

26/12/09

24

— do — — do — " 22<sup>nd</sup> Dec<sup>r</sup> 1909

20

— do — — do — " 29<sup>th</sup> — do — 1909

27

COMMITTEE'S DECISIONS.

On the Board

22<sup>nd</sup> Dec<sup>r</sup> 1909

Posted Missing

29<sup>th</sup> Dec<sup>r</sup> 1909



No. 3119

*Signe* (barque) of Fredrikstad, Norway. C. J. Olsen, Tons 995 gross 861 net  
Kotka for London

Application submitted

29<sup>th</sup> December 1909.

REMARKS.

Subscribers making application

Mr Ernest H. Collins

48390  
09Interested as Broker for Insurance  
of Cargo

Owner

Acheselskab Carl Johann  
Olsen  
Fredrikstad, Norway.

Cargo

Firewood

Insurance effected at

—

On Vessel

Lloyds

On Cargo

Latest Account Sailed from Kotka  
for London on the 23<sup>rd</sup> October  
1909, and passed Elsinore on  
the 6<sup>th</sup> November 1909

Crew:— 15

Apprentices —

Number of Days out

Days

From passing Elsinore to 29 Dec<sup>r</sup> 1909 53  
— do — do — to 5<sup>th</sup> Jan<sup>y</sup> 1910 60

From Sailing to 29<sup>th</sup> Dec<sup>r</sup> 1909 67  
— do — do — 5<sup>th</sup> Jan<sup>y</sup> 1910 74

Cuxhaven, Nov. 16, 3 6 p.m.—Thor, Swedish steamer, reports having picked up off Terschelling, between quantity of wreckage, two dead bodies bearing lifebelts marked Signe.

2 L 17/11/09

**SIGNE.**—Christiania, Nov. 19.—It is reported from Brunsbattelkoog that the two bodies which were picked up have been identified as those of the mate of the barque Signe and his son; a third body was seen but was not picked up; some wreckage was sighted in the vicinity.—[See issue of Nov. 17.]

— do — 23/11/09

**SIGNE.**—Christiania, Nov. 20.—According to a telegram from Cuxhaven several bodies have drifted ashore there from the barque Signe which has probably been lost.—[See issue of Nov. 23.]

— do — 24/11/09

Terrel, Dec. 5.—A lifebelt marked "Signe" has been found on a body washed ashore on the Vliehors.—[See issue of Nov. 26.]

— do — 8/12/09

COMMITTEE'S DECISIONS.

On the Board

29<sup>th</sup> Dec<sup>r</sup> 1909

Posted Missing

5<sup>th</sup> Jan<sup>y</sup> 1910



J. W. Ashton of Jersey, Official No 99558, M. Davey,  
Tons 79  
Brigus (N.F.) for Exeter

Application submitted

26<sup>th</sup> January 1910

REMARKS.

Member

Subscriber making application

M. Herbert Grosfield  
3262  
10Interested as Broker for insurance  
of Hull & Cargo

Owner

Mark Davey  
JerseyA letter is submitted signed by  
L. Davey, as part Owner, and  
J. F. Picot as Mortgagee

Cargo

Codfish

Insurance effected at

Lloyds

On Vessel

Lloyds

On Cargo

Latest Account Tailed from Brigus  
(Newfoundland) for Exeter on the  
24<sup>th</sup> October 1909

Crew:—

Apprentices

Number of Days out

Days

From Sailing to 26<sup>th</sup> Jan 1910

94

do — do — " 2<sup>nd</sup> Feb 1910

101

COMMITTEE'S DECISIONS.

On the Board

26<sup>th</sup> Jan 1910

Posted Missing

2<sup>nd</sup> Feb 1910



No. 3121

*Maggie Brocklebank* of Barrow, official No 62703  
 Swansea for Dublin  
 W. Hughes, Tons 100 gross 93 net

Application submitted

2<sup>nd</sup> February 1910

REMARKS.

Subscribers making application

Mr. G. H. Fryer  
 3576  
 10

Interested as Broker for insurance of Cargo

Owner

Wm Postlethwaite  
 Millom

Cargo

Coal

Insurance effected at

Barrow

On Vessel

Lloyds

On Cargo

Latest Account

Sailed from Swansea  
 for Dublin on the 21<sup>st</sup> December  
 1909.

Crew:— 4

Apprentices —

Number of Days out

Days

COMMITTEE'S DECISIONS.

From Sailing to 2<sup>nd</sup> Feb 1910

43

Deferred for 14 days

2<sup>nd</sup> Feb 1910— do — do — 16<sup>th</sup> Feb 1910

57

On the Board

16<sup>th</sup> Feb 1910— do — do — 23<sup>rd</sup> do 1910

64

Posted Missing

23<sup>rd</sup> Feb 1910



J & A Coppack, Ketch of Chester, official No 104475  
 W. Foulkes, Tons 79  
 Cardiff for Par (Cornwall)

Application submitted

9<sup>th</sup> February 1910

REMARKS.

Subscribers making application

J. St. Waloham 520<sup>lb</sup>

Broker to the Owner

Owner

Thomas Coppack  
 Connah's Quay

Cargo

Coal

158 Tons 7 cwt of No 3 Rhondda  
 large coal

Insurance effected at

Connah's Quay

On Vessel

St Austell

On Cargo

Latest Account Sailed from Cardiff  
 Roads for Par on the 16<sup>th</sup>  
 November 1909

Crew:— 14

Apprentices —

Number of Days out

From Sailing to 9<sup>th</sup> Feb 1910Days  
85

On the Board

9<sup>th</sup> Feb 1910— do — — do — 16<sup>th</sup> Feb 1910

92

Posted Missing

16<sup>th</sup> Feb 1910

COMMITTEE'S DECISIONS.



No. 5125

# Guldregn of Lillesand (Norway), Fieldal, Tons 1273 gross 1155 net Shields for Bahia

Application submitted

23<sup>rd</sup> February 1910

REMARKS.

Subscribers making application

F. H. Finch 6825  
10Interested as Broker for Insurance  
of Cargo

Owner

H. Hansen  
Lillesand  
Norway

Cargo

Coal

1814 Tons New Peltow Gas Coal

Insurance effected at

In Norway

On Vessel

Lloyds

On Cargo

Latest Account Sailed from Shields  
for Bahia on the 26<sup>th</sup> November  
1909.

Crew:— 16

Apprentices —

Bremen, Dec. 31.—The steam trawler Mond reports that on Dec. 25, in lat. 55 15 N, long. 5 50 E, she sighted a boat marked "Guldreg Lillesand" (? Guldregn, Lillesand). The boat was empty and somewhat damaged.—[Memo.: By last account in the Shipping Gazette and Lloyd's List, the barque Guldregn, of Lillesand, left the Tyne, Nov. 26, for Bahia.]

L.L. 31/12

GULDREGN.—Ringkjøbing, Jan. 12.—It is supposed that the barque Guldregn, of Lillesand, has been totally lost near Haurvig, as much wreckage is drifting ashore, some bearing the vessel's name, and some indicating that it comes from that barque.

L.L. 12/1

Varde, Jan. 12.—At Henne two bodies have washed ashore and one each at Graerup and Skallingen. Two of them wore lifebelts bearing the name "Guldregn." Further north a boat and a nameboard, both marked "Guldregn," have drifted ashore.—[See issue of Jan. 6.]

GULDREGN.—Lemvig, Jan. 22.—A ship's boat and a watch-house, coming from the supposed wreck of the Guldregn, have come ashore at Souder Lyngvig and Hauervig, respectively. Eight bodies wearing life-buoys marked "Guldregn, Lillesand," have been landed in this district. It is said that several bodies from the Guldregn have also been found between Ringkjøbing Gab and Esbjerg. During the last few days considerable quantities of timber and wreckage have washed ashore along the coast, but nothing appears to be marked. It is thought that the Guldregn was wrecked off the coast here, or perhaps on Horns Reef. (Agent)

L.L. 15/1

London, Jan. 24.—Guldregn, Tyne for Bahia: In reply to inquiry for latest news the owner writes from Lillesand, Jan. 21:—Ship may be considered lost. Boat marked "Guldregn Lillesand" and bodies of captain and mate washed ashore on West Coast of Denmark.—[See issue of Jan. 20.]

Number of Days out

Days

From Sailing to last Report from  
Bahia 1910 }  
do do 1910 }

53

74

From Sailing to 23<sup>rd</sup> Feb 1910

89

do do 2<sup>nd</sup> March 1910

96

COMMITTEE'S DECISIONS.

On the Board

23<sup>rd</sup> Feb 1910

Posted Missing

2<sup>nd</sup> March 1910



*Jantje* of Groningen, de Wall, Tons. 89  
 (Holland) (Master)  
 London for Grangemouth

Application submitted

2<sup>nd</sup> March 1910

REMARKS.

Subscribers making application

Shaw Adams &amp; Co

Interested as Broker for Insurance  
of Cargo

Owner

A. v de Wall

The Registered Owner is the  
Captain of the vessel

Cargo

Old Iron

175 Tons

Insurance effected at

Lloyds

On Vessel

On Cargo

Latest Account Sailed from London  
for Grangemouth on the 31<sup>st</sup>  
December 1909

Agent Groningen—A letter from  
the Agent dated 5<sup>th</sup> March 1910 states  
that the relatives of the Captain &  
Crew have heard nothing of the  
vessel since she left London on the  
31<sup>st</sup> December 1909

JANTJE.—Groningen, Jan. 25.—The Dutch vessel  
Jantje, v.d. Wall, which left London Dec. 31 for  
Grangemouth, has not yet been reported arrived.—  
Borsen Halle.

L.L. 2/10

Crew:— 4

Apprentices —

Number of Days out

Days

COMMITTEE'S DECISIONS.

From Sailing to 2<sup>nd</sup> March 1910

61

Defer for 14 days

2<sup>nd</sup> March 1910do — do — 16<sup>th</sup> — do — 1910

75

On the Board

16<sup>th</sup> March 1910— do — do — 23<sup>rd</sup> — do — 1910

82

Posted Missing

23<sup>rd</sup> March 1910



No. 3125

James & Agnes of Lancaster, Horan (Master) Tons 95.  
 Swansea for Cowes (Isle of Wight)  
 Official No 51,073

Application submitted

16<sup>th</sup> March 1910

REMARKS.

Member

Subscribers making application

W. H. Watsley

(Willis Faber & Co<sup>rs</sup> L<sup>td</sup>)

Interested as Broker for the Cargo Owner.

Owner

Richard Kearon  
24 King's Hill  
Arklow

Cargo

Coal

220 <sup>16</sup>/<sub>20</sub> Tons Anthracite Rubbly Culm

Insurance effected at

On Vessel

Newcastle on Tyne

On Cargo

Latest Account Sailed from Swansea  
for Cowes on the 19<sup>th</sup> October  
1909

A Board of Trade inquiry was held on the 15<sup>th</sup>, 16<sup>th</sup> & 17<sup>th</sup> February 1910 into the loss of this vessel, when it was found that she must have perished through some unknown cause, probably a collision with some unknown vessel in the vicinity of Lundy Island.

Crew:—

5

Apprentices

Number of Days out

Days

From Sailing to 16<sup>th</sup> March 1910

148

COMMITTEE'S DECISIONS.

On the Board

16<sup>th</sup> March 1910— do — 23<sup>rd</sup> — do — 1910.

155

Posted Missing

23<sup>rd</sup> March 1910



Odd <sup>1/5</sup> of Haugesund (Norway), T. Matland (Master) Tons 686 gross  
399 net  
Newport (Mon) for Portland (Dorset)

Application submitted

16<sup>th</sup> March 1910

REMARKS.

Member

Subscribers making application

Mr W. E. Fould

9701/10

Interested as Underwriter on  
the Cargo

Owner

B Stolt-Nielsen  
Haugesund  
Norway

Cargo

Coal

913½ Tons Powell Duffryn  
Admiralty Coal + Fredegar

Insurance effected at

On Vessel

On Cargo

Latest Account Sailed from Newport  
(Mon) for Portland (Dorset) on the  
20<sup>th</sup> February 1910

Crew:— 13

Apprentices

London, Feb. 21.—A Press Association telegram states:—An Ilfracombe telegram says a gale raged there furiously on Sunday night and to-day. Woolacombe Sands, six miles from Ilfracombe, were strewn with wreckage including the masts of a steamer, lifebelts, three boats broken in half and a quantity of lumber. On pieces of board, supposed to be portions of a boat, are the words "S.S. Odd (query) Sunderland," and also "S.S. Agra." It is feared that the vessels foundered during the gale.—[Memo:—Owners advise that the Agra (s) has arrived at the Mumbles.]

ODD (s).—Croyde, Feb. 22, 9 40 a.m.—Lifebelts and lots of wreckage washing ashore Morthoe marked "S.S. Odd Haugesund."—[See London under "Derelicts and Wreckage."]

The above telegram received  
from Sub-Agent Croyde (Mr Bidgley)

Number of Days out

From Sailing to 16<sup>th</sup> March 1910Days  
24

On the Board

16<sup>th</sup> March 1910

— do —

23<sup>rd</sup> — do — 1910

31

Posted Missing

23<sup>rd</sup> March 1910

COMMITTEE'S DECISIONS.



No. 3127

Loodiana18/ of Glasgow. Official No 90012. Ross (Master)  
Tons 3269 gross 2124 net  
Port Louis (Mauritius) for Colombo

Application submitted

23<sup>rd</sup> March 1910

REMARKS.

Subscribers making application

The British Dominions Marine  
Insurance Co Ltd 10170  
10

Interested as Underwriters on Cargo

Owners

The British India Steam Navigation  
Co Ltd  
9 Throgmorton Avenue E.C.The "Galavale" which sailed from  
Mauritius on Jan 10<sup>th</sup> 1910 for Bombay put  
back on Jan 13<sup>th</sup> with sundry losses and  
damages sustained in heavy weather. Steering  
gear disabled, machinery out of order & boat carried  
away.

Cargo

General

Lloyd's Agents at Mauritius in their printed  
Circular dated Jan 19<sup>th</sup> 1910 state that "a cyclone  
passed the island on the 11<sup>th</sup> but happily without  
doing any harm, as it was accompanied by heavy rains  
much good has  
resulted to plantation

Insurance effected at

LOODIANA (s).—Colombo, Jan. 27, 4 5 p.m.—  
Loodiana (s) left Mauritius Jan. 10 is six days overdue.  
London, Jan. 29.—The owners  
have received the following telegram from their  
managing agents in India, this morning:—Still with-  
out news of Loodiana. Propose sending Itola, now at  
Mauritius, after discharge cargo, to search for her.L.L. 29<sup>th</sup> JanLOODIANA (s).—Colombo, Feb. 3, 10 50 a.m.—  
Itola (s), belonging to British India Steam Navigation  
Company is being despatched from Mauritius to search for her.L.L. 4<sup>th</sup> Feb

On Vessel

Mauritius

On Cargo

L.L. 12<sup>th</sup> Feb

Latest Account

Sailed from Port Louis,  
(Mauritius) for Colombo on the  
10<sup>th</sup> January 1910, and was sighted  
by the "Galavale" on the evening of  
that date.L.L. 18<sup>th</sup> MchL.L. 19<sup>th</sup> MchCrew:— 92 — Passengers 9 European  
Apprentices — 74 Natives  
Total 83L.L. 23<sup>rd</sup> Mch

Number of Days out

Days

COMMITTEE'S DECISIONS.

From Sailing to last report from  
Colombo 24/2/10

45

Defer for 7 days

23<sup>rd</sup> March 1910— do — " — do — 9/3/10  
— do — " — do — 17/3/10  
— do — " — do — 23/3/1058  
66  
72

Defer further 7 days

30<sup>th</sup> — do — 1910From Sailing to 23<sup>rd</sup> March 1910

72

On the Board

6<sup>th</sup> April 1910— do — 30<sup>th</sup> March 1910

79

— do — 6<sup>th</sup> April 1910

86

Posted Missing

13<sup>th</sup> April 1910— do — 13<sup>th</sup> April 1910

93

The Lloyd's mark is owned by Lloyd's, a body incorporated under the Lloyd's Act 1821, and is used with  
Lloyd's consent.



No. 3127

*Loodiana* 18/ of Glasgow. Official No 90012. Ross (Master)  
Tons 3269 gross 2124 net  
Port Louis (Mauritius) for Colombo

Application submitted

23<sup>rd</sup> March 1910

REMARKS.

Subscribers making application

The British Dominions Marine  
Insurance Co<sup>ltd</sup> 10170  
10

Interested as Underwriters on Cargo

Owners

The British India Steam Navigation  
Co<sup>ltd</sup>  
9 Throgmorton Avenue E.C.

Cargo

General

Insurance effected at

Mauritius

On Vessel

On Cargo

Latest Account Sailed from Port Louis  
(Mauritius) for Colombo on the  
10<sup>th</sup> January 1910, and was sighted  
by the "Galavale" on the evening of  
that date.

Crew:— 92 — Passengers 9 European  
Apprentices — 74 Natives  
Total 83

Number of Days out

Days

From Sailing to last report from

Colombo 24/2/10

45

Defer

— do — " — do — 7/3/10  
— do — " — do — 17/3/10  
— do — " — do — 23/3/10

58

Defer

72

On the

From Sailing to 23<sup>rd</sup> March 1910

72

Posted

— do — 30<sup>th</sup> March 1910

79

— do — 6<sup>th</sup> April 1910

86

— do — 13<sup>th</sup> April 1910

93

The "Galavale" which sailed from  
Mauritius on Jan 10<sup>th</sup> 1910 for Bombay put  
back on Jan 13<sup>th</sup> with sundry losses and  
damages sustained in heavy weather. Steering  
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away.

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Circular dated Jan 19<sup>th</sup> 1910 state that "a cyclone  
passed the island on the 11<sup>th</sup> just happily without  
doing any harm, as it was accompanied by heavy rains  
much good has resulted to plantation

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Loodiana (s) left Mauritius Jan. 10 is six days overdue.

London, Jan. 29.—The owners  
have received the following telegram from their  
managing agents in India, this morning:—Still with-  
out news of Loodiana. Propose sending Itola, now at  
Mauritius, after discharge cargo, to search for her.

LOODIANA (s).—Colombo, Feb. 3, 10 50 a.m.—  
Itola (s), belonging to British India Steam Navigation  
Company, is being despatched from Mauritius to search  
for Loodiana (s).

Port Louis, Mauritius, Feb. 3,  
7 15 p.m.—Itola, British steamer, sailed to-day to  
search for Loodiana (s).

LOODIANA (s).—Port Louis, Mauritius, Feb. 11,  
3 30 p.m.—Itola (s) returned to port; no news  
Loodiana (s).

Port Louis, Mauritius, Feb. 11.  
—The British India Company's steamer Itola returned  
here to-day. She reports that she visited the Cargados  
group and went south of Mauritius towards Reunion  
but failed to discover any trace of the missing steamer  
Loodiana.—Reuter.

LOODIANA (s).—Bombay, March 17.—The local  
agents of the British India Steam Navigation Company  
have received a telegram reporting the discovery of a  
wreck on the northern coast of Madagascar. It is  
suggested that it may be the company's missing  
Loodiana. The British India Steam Navigation Com-  
pany's steamer Itola has been sent to see if she can  
be of any service.—Reuter.

LOODIANA (s).—London, March 19.—With refer-  
ence to telegram published yesterday the owners of the  
steamer Loodiana have received the following telegram  
this morning from the managing agents of the company  
in India, dated Calcutta, March 19:—Referring to your  
telegram of yesterday two steamers reported aground  
Cosmoledo Island. From description little hope either  
being Loodiana, but have instructed Itola, leaving  
East Africa, March 25, for Colombo, visit Cosmoledo  
Is. If any news will telegraph immediately.

Paris, March 22.—A telegram from Madagascar, re-  
ceived at the Ministry of Marine, reports a large vessel  
ashore 160 miles from Diego Suarez. The nationality  
of the ship is not mentioned.—Reuter.

Telegram sent to Lloyd's Agent  
at Tamatave, Mch 23<sup>rd</sup>

It is reported that large  
vessel ashore 160 miles from  
Diego Suarez. Can you confirm  
the report? Telegraph fully.

LOODIANA (s).—Tamatave, March 25, 2 45 p.m.—  
Telegram received from Mauritius states:—March 19,  
Loodiana reported ashore on Cosmoledo Island.—[See  
issue of Mar. 19.]

Tamatave, March 25, 6 55 p.m.—  
Referring to our telegram of to-day, Vauluse, French  
man-of-war, has left to render assistance.

LOODIANA (s).—Mahe, Seychelles, March 25,  
1 30 p.m.—Islanda reports no sign Loodiana Cosmoledo.  
(Signed Baty).—[See issue of March 26.]

London, March 29.—The British  
India Steam Navigation Company have received the  
following cable from their managing agents at Calcutta,  
dated March 28:—Islanda reports from Seychelles can-  
not trace Loodiana, Cosmoledo.

LOODIANA (s).—Singapore, March 28.—The  
steamer Heliopolis, which has arrived here from  
Durban, was asked to look out for the British India  
Steam Navigation Company's missing steamer Loodiana,  
but she reports that she saw nothing of the vessel.—  
Reuter.

LOODIANA (s).—Tamatave, March 29, 6 p.m.—  
French man-of-war returned to port, unsuccessful; did  
not find vessel ashore at Cosmoledo.

L.L. 29<sup>th</sup> JanL.L. 4<sup>th</sup> FebL.L. 12<sup>th</sup> FebL.L. 18<sup>th</sup> MchL.L. 19<sup>th</sup> MchL.L. 23<sup>rd</sup> Mch

March 1910

do—1910

April 1910

April 1910



# Bulgarie <sup>1st</sup> of Antwerp, Piette (Master) Tons 2742 gross 1772 net

## Kustendje & Constantinople for Antwerp

Application submitted

30<sup>th</sup> March 1910

REMARKS.

Member

~~Subscriber~~ making applicationM<sup>r</sup> A. D. Aubrumenil 107/14  
10Interested as Insurance Broker  
for Hull

Owner

C<sup>ie</sup> Nationale Belge de Transports  
Adolf Deppe (Manager,  
Antwerp)

Cargo

Grain &amp; General

Insurance effected at

Lloyds &amp; Companies

On Vessel

On Cargo

Antwerp, March 14.—Advices from Brest of yesterday's date state that the Guilvinec fishing boat Marsouin has picked up a white-painted boat, marked on the stern "Bulgarie, Anvers." The boat was covered with coal.

London, March 15.—The owners of the Belgian steamer Bulgarie write from Antwerp under date of March 14, as follows:—We have received a letter to-day from the "Syndicate of the Fishermen of Guilvinec" (Finistere) France, advising us that they picked up, at about 5 miles off Penmarch a lifeboat belonging to the above steamer, filled with water; which makes us presume that this steamer foundered in the Bay of Biscay.

L.L. 15/3/10

L.L. 5/4/10

Latest Account Sailed from Kustendje  
on the 8<sup>th</sup> January 1910 & Constantinople  
on the 22<sup>nd</sup> January 1910 for Antwerp  
and passed Oitavos on the 5<sup>th</sup> February  
1910

Crew:— 29

Apprentices — 7

Number of Days out

Days

From passing Oitavos 5<sup>th</sup> Feb<sup>y</sup>.

53

— do — — do — to 6/4/10

60

From Sailing from Kustendje 8/1/10

81

— do — — do — to 6/4/10

88

COMMITTEE'S DECISIONS.

On the Board

30<sup>th</sup> March 1910

Posted Missing

6<sup>th</sup> April 1910



No. 3129

*Prins Willem II* 1<sup>st</sup> of Amsterdam, van Slooten (Master)  
Tons 1621 gross 1015 net  
Amsterdam for Paramaribo (Dutch Guiana)

Application submitted

6<sup>th</sup> April 1910

REMARKS.

Member

Subscribers making application

M<sup>r</sup> Henry Dumas 11389Interested as Insurance Broker  
and Underwriter

Owner

Koninklijke West-Indische  
Maildienst  
Amsterdam

L.L. 16/2/10

Cargo

General

L.L. 17/2/10

Insurance effected at

Amsterdam &amp; London

On Vessel

L.L. 18/2/10

L.L. 28/2/10

On Cargo

L.L. 7/3/10

Latest Account Sailed from Amsterdam  
for Paramaribo on the 21<sup>st</sup>  
January 1910, and passed Ushant  
on the 23<sup>rd</sup> January 1910

L.L. 7/3/10

Crew:—

39

and 14 Passengers

Apprentices

On enquiry being  
made at Greenwich  
this vessel proved  
to be the 'Korea'

Number of Days out

Days

From Sailing to last report from

Paramaribo 26/2/10

36

On the Board

6<sup>th</sup> April 1910From passing Ushant to 6<sup>th</sup> April

73

Posted Missing

13<sup>th</sup> April 1910— do — 13<sup>th</sup> April

80

From Sailing to 6<sup>th</sup> April 1910

75

— do — 13<sup>th</sup> April 1910

82



No.

# Prins Willem II<sup>1st</sup> of Amsterdam, van Slooten (Master)

Amsterdam for Paramaribo (Dutch Guiana)

Tons 1621 gross 1015 net

Application submitted

6<sup>th</sup> April 1910

REMARKS.

Member

Subscribers making application

M<sup>r</sup> Henry Dumas 11389/10

Interested as Insurance Broker and Underwriter

Owner

Koninklijke West-Indische  
Maildienst  
Amsterdam

Cargo

General

Insurance effected at

Amsterdam &amp; London

On Vessel

On Cargo

Latest Account Sailed from Amsterdam  
for Paramaribo on the 21<sup>st</sup>  
January 1910, and passed Ushant  
on the 23<sup>rd</sup> January 1910

Crew:—

39

and 14 Passengers

Apprentices

Number of Days out

Days

From Sailing to last report from  
Paramaribo 26 1/2

36

From passing Ushant to 6<sup>th</sup> April

73

— do — 13<sup>th</sup> April

80

From Sailing to 6<sup>th</sup> April 1910

75

— do — 13<sup>th</sup> April 1910

82

**PRINS WILLEM II. (s).**—The Hague, Feb. 15.  
—Great anxiety is felt regarding the West Indian mail  
boat Prins Willem II., which, carrying 14 passengers  
and 38 crew, passed Ushant on Jan. 23, on her way to  
Paramaribo, and has not since been reported. She was  
due on Feb. 8. A breakdown of the machinery is  
suggested.—Daily Telegraph Correspondent.

**PRINS WILLEM II. (s).**—London, Feb. 16.  
—Telegram from Amsterdam, dated to-day 2 29 p.m.,  
states Prins Willem II. not arrived.—[See issue of  
yesterday.]

The Hague, Feb. 16.  
—Dutch war vessel Utrecht, now stationed at Curacao,  
has received orders to search for the missing Dutch  
steamer Prins Willem II. The Prins Willem IV.,  
belonging to the same company, is also taking part in  
the search.

**PRINS WILLEM II. (s).**—Amsterdam, Feb. 17.  
—The Royal West Indian Mail Service is still without  
news of the steamer Prins Willem II., which was ex-  
pected to arrive at Paramaribo on the 8th inst.—Reuter.

**PRINS WILLEM II. (s).**—St. Michael's, Feb. 27,  
12 5 p.m.—Prins Willem I. (s) passed, reports no news  
Prins Willem II. (s).

**PRINS WILLEM II. (s).**—Paramaribo, Feb. 21.  
—Steamer Prins Willem V., from Amsterdam, arrived  
here to-day and reports having seen nothing of missing  
steamer Prins Willem II.

London, March 4.  
—The owners of the steamer Prins Willem II. have  
received the following telegram from their New York  
office:—"One lifebuoy marked Prins Willem II. has  
been reported picked up Dry Harbour, Jamaica Islands  
Feb. 21; we presume it was lost overboard some time  
last year." They then cabled to the former first officer  
of that vessel and he replied:—"Lost lifebuoy St.  
Mark New York about Windward Passage."

Amsterdam, March 4.  
—The evening papers state that the Dutch cruiser  
Utrecht, which was recently ordered to search for the  
overdue mail steamer Prins Willem II., has put into  
Barbados to coal. She reports having discovered no  
trace of the missing liner. The search for the vessel  
will now be discontinued.—Reuter.

**IONIAN (s).**—Kildonan, March 6, 2 50 p.m.—  
Steamer Ionian, of Glasgow, belonging to Allan Bros.  
and Co., United Kingdom (Ltd.), from Boston for  
Clyde, passed inwards 2 40 this afternoon and reported  
that she had been in collision with a derelict and was  
damaged above water.

London, March 7.—Ionian (s),  
arrived in the Clyde last evening from Boston, reported  
having been in collision with a derelict on Thursday  
evening. Part of the derelict was carried away, and  
the Ionian had 40 plates on the port side, above water,  
smashed. The derelict was a vessel with a yellow  
funnel and two masts.

Greenock, March 7, 11 17 a.m.—Allan  
steamer Ionian, which passed up to Glasgow yesterday  
afternoon from Boston, sustained considerable damage,  
having been in collision with a derelict about 1,000  
miles west of Tory Island. Derelict is supposed to be  
steamer Prins Willem II. (s).

**PRINS WILLEM II. (s).**—St. Michael's, March 9,  
3 45 p.m.—Prins Willem IV. (s) arrived, no news Prins  
Willem II. (s). Proceeding Havre.

**PRINS WILLEM II. (s).**—Amsterdam, March 16.  
—The directors of the West Indian Mail Service have  
received a communication, forwarded to the Minister  
for Foreign Affairs by the Dutch Consul at Lorient,  
stating that a lifebuoy and a boat's car, marked "Prins  
Willem II., Amsterdam," have been found in the sea  
near Belle Isle, on the west coast of France, and that a  
propeller blade and a nameboard, evidently belonging  
to a mail steamer, have been washed up on a neighbour-  
ing island.—Reuter.

**PRINS WILLEM II. (s).**—Amsterdam, March 16.  
—The directors of the West Indian Mail Service have  
received a communication, forwarded to the Minister  
for Foreign Affairs by the Dutch Consul at Lorient,  
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Willem II., Amsterdam," have been found in the sea  
near Belle Isle, on the west coast of France, and that a  
propeller blade and a nameboard, evidently belonging  
to a mail steamer, have been washed up on a neighbour-  
ing island.—Reuter.

Amsterdam, March 16,  
2 p.m.—Owners Prins Willem II. report lifebuoy bear-  
ing name steamer and board inscription "rudder com-  
mando" picked up Belle Isle French coast.

Amsterdam, March 16.  
—The black board washed up on Hoedic Island, near  
Belle Isle, is marked in white letters (in Dutch)  
"Steering commands—if ordered port-starboard" (with  
two arrow heads below).

**PRINS WILLEM II. (s).**—Amsterdam, March 17.  
—According to further advices received by the owners,  
two lifebuoys and one case of varnish, which had been  
stowed on the deck of the steamer Prins Willem II.,  
have been washed ashore at Belle Ile and one life-  
buoy at St. Nazaire.

**PRINS WILLEM II. (s).**—Amsterdam, March 18.  
—The owners have received advices from Vannes that  
there have washed ashore on the coast of Damegan,  
near Vannes, a small board, 50 by 6 cm., marked  
"Prins Willem II.," which had been fixed to one of  
the ship's boats, and part of an oar marked "Prins  
Willem II."

Amsterdam, March 19.  
—The directors of the West Indian Mail Service having  
received the news that three lifebelts have been washed  
up on the coast of France at Auray, now regard it as  
certain that the Prins Willem II. (s) is a total loss.—  
Reuter.

**PRINS WILLEM II. (s).**—Amsterdam, March 21.  
—Half of a lifebuoy, marked "Prins Willem II.," and  
three linen lined life-jackets, marked "K.W.I.M. Pr-  
Willem II" (almost illegible), have been washed ashore  
at Auray, and two planks, also bearing that name, at  
Croisic.

Lorient, March 22.—Wreckage continues to be washed  
ashore at Belle Ile. Two bodies have recently been  
found. Also some oars and a buoy marked "Prins  
Willem II."

**PRINS WILLEM II. (s).**—Amsterdam, April 2.  
—As the result of an examination of the wreckage dis-  
covered on the West Coast of France the management  
of the West Indian Mail Company state that they are  
now convinced that the Prins Willem II. (s) was lost  
between Jan. 23 and Jan. 29 with all on board.—  
Reuter.

L.L. 16/3/10

L.L. 17/2/10

L.L. 18/2/10

L.L. 28/2/10

L.L. 7/3/10

L.L. 7/3/10

On enquiry being  
made at Greenock  
this derelict proved  
to be the Korean

15<sup>th</sup> April 1910

April 1910



Dixie <sup>1s/</sup> of Christiania, Ellefseu (Master) Tons 715 gross  
 " 426 net  
 Methil for Reykjavik (Iceland)

Application submitted

20<sup>th</sup> April 1910

REMARKS.

Member

~~Subscriber~~ making applicationMr John H. Morrison  
(Typer & Co)Interested as Broker for Cargo  
Brokers

Owner

Rolf Seeberg  
Christiania  
Norway

Cargo

Coal

Insurance effected at

Glasgow

On Vessel

On Cargo

Latest Account Sailed from Methil  
for Reykjavik on the 25 February  
1910

Crew:— 15

Apprentices

Number of Days out

From Sailing to last report  
from Reykjavik

Days

From Sailing to 20<sup>th</sup> April 1910

54

do 27<sup>th</sup> April 1910

61

COMMITTEE'S DECISIONS.

On the Board

20<sup>th</sup> April 1910

Posted Missing

27<sup>th</sup> April 1910

**DIXIE** (s).—Christiania, March 19.—Anxiety is felt for the safety of the steamer Dixie, of Christiania, which left Scotland, Feb. 25, for Reykjavik, and has not since been reported.

L.L. 22/3

Thorshavn, March 29, 6 30 p.m.—Quantity of wreckage has washed ashore among which a lifebelt marked "SXE+ Dixie Kristiania."—[See Dixie (s) in issue of March 24.]

L.L. 30/3

Christiania, April 6.—According to a telegram received to-day from the Faroe Islands, the following objects have washed ashore ½ mile west of Thorshavn:—A lifebelt marked "D Dixie, Kristiania, Mollers Fabrik, Drammen," two butter casks marked "Pellerins Margarin," one piece of buff painted railing, a small door, a piece of a grey painted boat, a fog-horn marked "Nr. 20842, Hansens," and a cargo hatch 140 by 6 centimetres, marked "No. 4."—[See Thorshavn under "Derelicts and Wreckage" in issue of March 31.]

L.L. 9/4



No. 3131

*Amy Louise* of St John's (N.Z.) Official No 107181  
 Sheppard (Master) Tons 200 gross  
 Pernambuco for Sydney C.B. 178 net

Application submitted

27<sup>th</sup> April 1910

REMARKS.

Subscribers making application

Messrs Holmwood & Holmwood L<sup>rs</sup>  
14215  
10Interested as Brokers for Insurance  
of Hull

Owner,

The Anglo-Newfoundland Fish  
Exporting Co L<sup>td</sup>  
St John's (N.Z.)

Cargo

In Ballast

Insurance effected at

Lloyds

On Vessel

On Cargo

AMY LOUISE.—North Sydney, C.B., March 2.  
 —British barque Amy Louise, from Pernambuco,  
 Nov. 15, for St. John's (N.F.), is practically given up  
 as lost.—New York Herald.

L.L. 4/4/10

Latest Account

Sailed from Pernambuco  
for Sydney C.B. on the 15<sup>th</sup> November,  
1909

Crew:—

9

including 1 Stowaway.

Apprentices

Number of Days out

Days

From Sailing to last report from  
Sydney C.B. 20/4/10

156

— do —

do 27/4/10

163

From Sailing to 27<sup>th</sup> April 1910

163

— do —

4<sup>th</sup> May, 1910

170

COMMITTEE'S DECISIONS.

On the Board

27<sup>th</sup> April 1910

Posted Missing

4<sup>th</sup> May 1910



Britannia of London, Official No 110.111, Fitzwalter (Master)  
 Llanelly for Oporto  
 Tons 106 gross 93 net

Application submitted

25<sup>th</sup> May 1910

REMARKS.

Member

~~Subscriber~~ making application

Mr Hugh. J. Paul  
 (Hugh Paul & Co) 16751/10

Interested as Broker for Insurance of Hull

Owner

Coverley & Westray  
 1 Giltched Friars  
 London, E. C.

Cargo

Coal

Anthracite Coal

Insurance effected at

Lloyds

On Vessel

On Cargo

Latest Account Sailed from Llanelly  
 for Oporto on the 8<sup>th</sup> March 1910

Lloyds Agent at Oporto in a letter dated 24<sup>th</sup> May 1910 states, that the Owners of the Cargo consider her lost as nothing has been heard of her for so long.

Crew:-

6

Apprentices

Number of Days out

Days

COMMITTEE'S DECISIONS.

From Sailing to last report from

Oporto 19/5/10

— do — — do — 27/5/10

— do — — do — 2/6/10

From Sailing to the 25<sup>th</sup> May 1910— do — " 1<sup>st</sup> June 1910— do — " 8<sup>th</sup> June 1910

Defer for 7 days

25<sup>th</sup> May 1910

On the Board

1<sup>st</sup> June 1910

Posted Missing

8<sup>th</sup> June 1910



No. 3135.

Margarethe Russ(s) of Hamburg,  
 Raak, (Master). Tons 2702 gross, 1713 net  
 Norfolk (Va.) for Amsterdam & Sharpness.

Application submitted

24<sup>th</sup> August, 1910.

REMARKS.

~~Member~~  
 Subscribers making application Mr. E. S. Holman  
 Mr. C. Wigham Richardson  
 (C. Wigham-Richardson & Co.)  
 John Holman & Sons, Ltd.)

Interested as Broker for  
 Insurance of Hull.

Owner

Ernst Russ,  
 Alsenhof, Graskeller 1,  
 Hamburg.

Cargo

Pitchpine

Insurance effected at

London &amp; Hamburg

On Vessel

Hamburg, July 20, 3 8 p.m.—Margarethe Russ first  
 Amsterdam; left Norfolk June 21.—(Memo.: The  
 above is in reply to telegram sent to the owners asking  
 for first port of discharge.)

L.L. 21/7/10

On Cargo

Latest Account Sailed from Norfolk, Va.  
 for Amsterdam & Sharpness  
 21<sup>st</sup> June, 1910. —

Crew:— 21 (about )  
 Apprentices

Number of Days out

Days

From Sailing to last report  
 from Norfolk, Va.

COMMITTEE'S DECISIONS.

On the Board

24<sup>th</sup> Aug. 1910.

Posted Missing

31<sup>st</sup> August 1910

From Sailing to the 24<sup>th</sup> Aug. 1910. 66  
 " " 31<sup>st</sup> Aug 1910. 73



Angelo Repetto of Genoa, Tabacco, (Master)  
 Rosario & Buenos Ayres for East London  
 Tons 1452 gross 1347 net

Application submitted

21<sup>st</sup> September 1910

REMARKS.

Member

~~Subscriber~~ making applicationM<sup>r</sup>. F. Booker(H. B. Sedgwick & Co) 28247  
10Interested as Broker for  
Insurances on Cargo (Increased Value)

Owner

G. Belle (Vra) Repetto  
Genoa

Cargo

Wheat

2141 Tons

Insurance effected at

Camogli

On Vessel

Alliance Assurance Co  
& Lloyds

On Cargo

A letter has been received from  
 Mess<sup>rs</sup> V. Maresca & Co of Genoa dated  
 7<sup>th</sup> Sept 1910, stating the Owners' representative  
 views, but the Cargo Owners have been unable  
 to obtain a letter from the Shipowner.

Latest Account Sailed from Rosario  
 on the 10<sup>th</sup> Feb<sup>y</sup>, 1910 and from  
 Buenos Ayres on the 26<sup>th</sup> Feb<sup>y</sup>, 1910  
 for East London

London, May 21.—In reply to inquiry, Lloyd's Agent  
 at East London telegraphs May 19, 7 20 p.m., as  
 follows:—Angelo Repetto has not arrived; we have no  
 tidings of her.

L.L. 2/10/10

Reply from Agent Genoa dated 26<sup>th</sup> Sept 1910  
 re: suggested interview with Managing Director

Crew:—

18

Apprentices

Number of Days out

Days

From Buenos Ayres to last report  
 from East London 29/8/10

184

— " —

9/9/10

190

— " —

12/9/10

197

— " — to 21<sup>st</sup> Sept 1910

207

— " — " 5<sup>th</sup> Oct 1910

221

— " — " 12<sup>th</sup> Oct 1910

228

COMMITTEE'S DECISIONS.

Deferred 14 days

21<sup>st</sup> Sept 1910

On the Board

5<sup>th</sup> Oct 1910Posted Missing 12<sup>th</sup> Oct., 1910.



No. 3195

Silverdale 1<sup>st</sup> of Newcastle on Tyne, Upton (Master) Tons 2716 gross  
 Official No 101832 1711 net  
 New York for Havana

Application submitted

16<sup>th</sup> November 1910

REMARKS.

Member

Subscribers making application

Mr W. H. Dixon

(Harris + Dixon Ltd)

33780  
10Interested as Broker for Insurance  
on Hull

Owner

The Silverdale Steamship Co Ltd

(J. W. Morrison)

Newcastle-on-Tyne

Cargo

General

Insurance effected at

London + Provinces

On Vessel

Partly in Liverpool

On Cargo

Latest Account Sailed from New York  
for Havana on the 7<sup>th</sup> October 1910

Crew:— 24

Apprentices

## STORM IN CUBA.

Havana (by Cable Oct. 15).—Hurricane passed west of Havana; damage unknown. Telegraphic communication interrupted with Vuelta Bajo. No damage occurred here to shipping, but goods on wharves and in lighters damaged seriously by water.

Havana (by Cable received Oct. 18).—Another hurricane. Several lighters with cargo from United States mail steamer Saratoga have sunk in the harbour. Damage serious through country.

New York, Oct. 15.—A despatch from Havana states:—The provinces of Havana, Matanzas, and Penar del Rio have since Thursday morning been in the grip of the severest storm that has occurred for several years. There is no doubt that it has greatly damaged the tobacco crop, especially in Vuelta Bajo, where the seed beds have been destroyed, and the season is too far advanced for replanting. The damage to the sugar crop is probably not so great.—*Reuter*.

New York, Oct. 17.—As the result of the great hurricane in Cuba, traffic between Havana City and the harbour is suspended. Scores of lighters and small craft have been wrecked against the bulkheads, and many sailors and longshoremen have been drowned. The National Observatory reports that the disturbance is only at its beginning, and will last probably 20 hours.—*Reuter*.

SILVERDALE (s).—Havana (by Cable Oct. 22).—Silverdale, British steamer, from New York, is very much overdue, and grave fears are entertained for her safety. Is eight days overdue.

L. L. 24/10/10

Number of Days out

Days

From New York to last report  
from Havana

28

— do — — do — 19<sup>th</sup>/10

39

From Sailing 10 16<sup>th</sup> Nov<sup>r</sup> 1910

40

— do — 23<sup>rd</sup> " 1910

47

COMMITTEE'S DECISIONS.

On the Board

16<sup>th</sup> Nov<sup>r</sup> 1910

Posted Missing

23<sup>rd</sup> Nov<sup>r</sup> 1910



*Ruby* of Aberystwith, Official N<sup>o</sup> 15,772. Lykes, (Master)  
Tons 75  
Runcorn for Padstow

Application submitted

23<sup>rd</sup> November 1910

REMARKS.

Subscribers making application

The Maritime Insurance Co<sup>l</sup>  
LiverpoolInterested as Underwriter  
on Cargo

Owner

Samuel Glade  
Polruan  
Fowey

Cargo

Coal

137 Tons 9 cwt House Coal  
See letter from Agent Manchester  
dated 21<sup>st</sup> Nov<sup>r</sup> 1910

Insurance effected at

Newquay, Cornwall

On Vessel

Liverpool

On Cargo

Latest Account Sailed from Runcorn  
for Padstow on the 6<sup>th</sup> Oct<sup>r</sup> 1910

London, Oct. 28.—Much anxiety is felt in Fowey for the schooner Ruby, which left Runcorn for Cardiff about a fortnight ago, and has not since been reported.  
—Daily Telegraph.

L.L. 28/10

Hayle, Nov. 14.—A ship's boat washed ashore on the beach near Hayle marked Ruby.

L.L. 14/11

Crew:— 4

Apprentices

Number of Days out

From Sailing to 23<sup>rd</sup> Nov<sup>r</sup> 1910Days  
48

Deferred 14 days

23<sup>rd</sup> Nov<sup>r</sup> 1910— do — 7<sup>th</sup> Dec<sup>r</sup> 1910

62

On the Board

7<sup>th</sup> Dec<sup>r</sup> 1910— do — 14<sup>th</sup> Dec<sup>r</sup> 1910

69

Posted Missing

14<sup>th</sup> Dec<sup>r</sup> 1910

COMMITTEE'S DECISIONS.



No. 3127

Arkadia <sup>1st</sup> of Bath (Maine) Griffiths (Master) Tons 2206 gross  
 (U.S.A.) 1621 net  
 New Orleans for San Juan (P.R.)

Application submitted

30<sup>th</sup> November 1910

REMARKS.

Member

~~Subscribers~~ making application

W. H. L. Faber  
 (Willis Faber & Co. Ltd.)

Interested as Insurance Broker  
 on Hull

Owner

New York & Porto Rico S.S. Co.  
 New York

Cargo

General

Insurance effected at

London, Liverpool,  
 U.S.A. & Elsewhere

On Vessel

Unknown

On Cargo

Latest Account

Tailed from New Orleans  
 for San Juan (P.R.) on the 10<sup>th</sup>  
 October 1910, and passed Port Eads  
 on the 11<sup>th</sup> October 1910

Crew:—

35

+

4 passengers

Apprentices

Number of Days out

Days

From Sailing to last Report from  
 San Juan 18/11/10

39

— do —

— do —

28/11/10

49

From Sailing to 30<sup>th</sup> Nov 1910

51

— do —

"

7<sup>th</sup> Dec 1910

58

COMMITTEE'S DECISIONS.

On the Board

30<sup>th</sup> Nov 1910

Posted Missing

7<sup>th</sup> Dec 1910

## STORM IN CUBA.

Havana (by Cable Oct. 15).—Hurricane passed west of Havana; damage unknown. Telegraphic communication interrupted with Vuelta Bajo. No damage occurred here to shipping, but goods on wharves and in lighters damaged seriously by water.

Havana (by Cable received Oct. 18).—Another hurricane. Several lighters with cargo from United States mail steamer Saratoga have sunk in the harbour. Damage serious through country.

New York, Oct. 15.—A despatch from Havana states:—The provinces of Havana, Matanzas, and Penar del Rio have since Thursday morning been in the grip of the severest storm that has occurred for several years. There is no doubt that it has greatly damaged the tobacco crop, especially in Vuelta Bajo, where the seed beds have been destroyed, and the season is too far advanced for replanting. The damage to the sugar crop is probably not so great.—*Reuter*.

New York, Oct. 17.—As the result of the great hurricane in Cuba, traffic between Havana City and the harbour is suspended. Scores of lighters and small craft have been wrecked against the bulkheads, and many sailors and longshoremen have been drowned. The National Observatory reports that the disturbance is only at its beginning, and will last probably 20 hours.—*Reuter*.

ARKADIA (s).—Ponce, P.R., Nov. 7.—The steamer Arkadia, which left New Orleans Oct. 11 for Ponce, which port she should have reached on or about the 17th of the same month, has not arrived so far; she has probably been lost, as during the said days very severe hurricanes were blowing between Cuba and Florida.



Mary Elizabeth of Newport (now) Official No 43827.  
Davies (Master) Tons 187 gross 145 net.  
Swansea for Cherbourg

Application submitted

7<sup>th</sup> December 1910

REMARKS.

Subscribers making application

Mr. T. W. Noad  
(C. Taylor & Co)Interested as Broker for,  
insurances on Hull

Owner

Wm Brooks  
Sale  
Cheshire

Cargo

Coal

185 Tons Cwmaman Large Double  
Screwed Coal (Steam),  
& 123 Tons Gwaunclawdd French Nuts  
(Anthracite)

Insurance effected at

Lloyds &amp; Marine Insurance Co

On Vessel

On Cargo

See letter from Agent Swansea  
dated 2<sup>nd</sup> Dec<sup>r</sup> 1910.Latest Account Tailed from Swansea  
for Cherbourg on the 22<sup>nd</sup> October  
1910, and from Falmouth on the  
31<sup>st</sup> October 1910

MARY ELISABETH.—Cherbourg, Nov. 17.—  
Anxiety is felt here concerning the safety of the British  
vessel Mary Elisabeth, with coal, which should have  
arrived a fortnight ago. A lifebuoy bearing that vessel's  
name has been picked up at sea by a fisherman.

Crew:— 6

Apprentices

Number of Days out

From Falmouth to 7<sup>th</sup> Dec<sup>r</sup> 1910

Days

37

— do — " 21<sup>st</sup> Dec<sup>r</sup> 1910

51

From Sailing from Swansea to

7<sup>th</sup> Dec<sup>r</sup> 1910

46

— do — " — do —

21<sup>st</sup> Dec<sup>r</sup> 1910

60

COMMITTEE'S DECISIONS.

Defer for 14 days

7<sup>th</sup> Dec<sup>r</sup> 1910

On the Board

21<sup>st</sup> Dec<sup>r</sup> 1910

Posted Missing

30<sup>th</sup> Dec<sup>r</sup> 1910



No. 3139

Cranford 1s/ of London. Official No 95459. Fettes (Master)  
Tons 2293 gross 1498 net  
Tyne for Pozzuoli (Italy)

Application submitted

14<sup>th</sup> December 1910

REMARKS.

Member

Subscribers making application

Mr H. W. Symondson

Interested as Underwriter on  
Hull

Owner

The London & Northern S.S. Co Ltd  
(Pyman Bros Ltd)  
London

Cargo

Coal &amp; Goods

2622 Tons Pelaw Main Gas Coal  
& 300 Tons GoodsSee letter from Agt Newcastle on Tyne  
dated 9<sup>th</sup> Dec 1910

Insurance effected at

Lloyds &amp; Companies

On Vessel

On Cargo

Note. This loss was taken down by  
Underwriters on the 31<sup>st</sup> Oct 1910

Latest Account

Sailed from the Tyne  
for Pozzuoli (Italy) on the 12<sup>th</sup> Oct  
1910

(The Times)

**CRANFORD** (s). — London, Oct. 14. — Fears are entertained for the safety of the steamer Cranford, of London, as the result of the discovery of a seaman's body and two lifeboats on the sands north of Hartlepool last night. In the pocket of the man's clothing was a document containing the name "Steamship Cranford." The lifeboats bore a similar inscription.

London, Oct. 14. — An Exchange Telegraph Company's telegram states: — There now seems little doubt that the steamer Cranford, belonging to the London and Northern Steamship Company, London, has been lost off Hartlepool. This morning five more bodies have been washed ashore, and these were wearing lifebelts marked with the vessel's name.

West Hartlepool, Oct. 14, 4 57 p.m. — One boat 20 feet long with nameboard lettered "Cranford, London," also wreckage of one lifeboat, with air tanks, part of iron work, lug sail and cover and one cask oil washed ashore north of Hartlepool, also several bodies.

L.L. 11/10/10

(Agent)

L.L. 11/10/10

Crew:—

22

Apprentices

Number of Days out

Days

From Sailing to last report from  
Pozzuoli 9/2/10

58

— do — — do —

From Sailing to 14<sup>th</sup> Dec 1910  
— do — 21<sup>st</sup> Dec 191063  
70

COMMITTEE'S DECISIONS.

On the Board

14<sup>th</sup> Dec 1910

Posted Missing

21<sup>st</sup> Dec 1910



Stonewall (dredger) of Glasgow. Official No 115779. Sinclair (mark)  
Tons 685 gross 343 net  
Plymouth for Ferrol

Application submitted

14<sup>th</sup> December 1910

REMARKS.

Member

Subscribers making application

Mr K L Bilbrough

Interested as Insurance Broker  
on Hull

Owner

Woodman Hill  
58 Victoria Street  
London. S.W.

Cargo

In Ballast

Insurance effected at

Lloyds &amp; Companies

On Vessel

On Cargo

Latest Account Tailed from Plymouth  
for Ferrol on the 25<sup>th</sup> Nov<sup>r</sup> 1910

Crew:—

Apprentices

Number of Days out

From Sailing to last report from  
Ferrol 19/12/10

do

do

Days

15

From Sailing to 14<sup>th</sup> Dec<sup>r</sup> 1910

do

21<sup>st</sup> Dec<sup>r</sup> 1910

19

21

COMMITTEE'S DECISIONS.

On the Board

14<sup>th</sup> Dec<sup>r</sup> 1910

Posted Missing

21<sup>st</sup> Dec<sup>r</sup> 1910

Brest, Nov. 30, 6 40 p.m.—Dredger Stonewall: Have no information of it.—[The above is in answer to inquiry as to whether the above vessel had put into Brest.]

L.L. 1/12/10

Nantes, Dec. 1, 7 25 p.m.—Dredger Stonewall put in.—[The above is in answer to inquiry for news.]

L.L. 2/12/10

STONEWALL (dredger).—Bordeaux, Dec. 1, 6 30 p.m.—Stonewall: No information.—[Memo.: The above is in answer to inquiry for any news.]

L.L. 2/12/10

Ferrol, Dec. 2, 11 15 a.m.—Stonewall dredger (mutilated word here supposed to mean—has not arrived we have no tidings of her).

L.L. 3/12/10

Nantes, Dec. 2, 7 40 p.m.—Dredger Stonewall: Not put in Belle Ile.—[The above is in answer to inquiry for any news.]

L.L. 3/12/10

London, Dec. 5.—Owners of Anchor Line steamer Bavaria have received the following from the chief officer of that steamer:—Passed dredger, supposed to be the Stonewall, 68 miles north of the Vilano Light, at 7 a.m., Nov. 29. At 8 a.m. they encountered very heavy gale, with hurricane and squalls from NW and tremendous seas.—[See Gravesend under "Derelicts and Wreckage."]

L.L. 9/12/10

London, Dec. 5.—The master of the Simla (s), from Calcutta, reports:—Dec. 1, at 10 a.m., in 44 14 N, 8 45 W, passed two derelict boats, a small cutter burst open at both ends, and a lifeboat with starboard side carried away, tanks awash in boat. Both boats painted black with square sterns. "Stonewall" was painted in white letters on port bow of the lifeboat. From the broken condition of the boats, it appeared probable that the ship which owned them had been in collision.

L.L. 1/12/10

## THE OVERDUE STONEWALL.

Captain A. Thompson, master of the P. and O. steamer Simla, reports passing two derelicts boats, with the name "Stonewall" painted in white letters on one of them. This was on Dec. 1, in 44 14 N., 8 45 W. From the broken condition of the boats Captain Thompson says it appeared probable that the vessel to which they belonged had been in collision.



No. 3141

Roman (Ketch) of Dundee, Official No 99.209, Gage (Master) Tons 80  
Southampton for Boness

Application submitted

30<sup>th</sup> December 1910

REMARKS.

Subscribers making application

Glanvill Euthoven &amp; Co

Owner

A. Peterson  
Roman Villa  
St Andrews

Cargo

Scrap Iron

142 Tons

Insurance effected at

Jersey Club & Mutual  
Insurance Association Ltd } On Vessel

On Cargo

Latest Account Tailed from Southampton  
for Boness on the 16<sup>th</sup> Nov<sup>r</sup> 1910

London, Dec. 3.—A large piece of wreckage, marked "Roman, Dundee," was washed ashore at Yarmouth yesterday. A lifebuoy marked "Roman" has also been picked up on the coast, and it is feared that the vessel of this name, a ketch, has been lost with all hands on Haisbro Sands. Some days ago tugs and lifeboats put out to a vessel reported on these sands, but when they arrived she was not to be seen.

Lowestoft, Dec. 3, 11 25 a.m.—Lifebelt and companion top washed ashore here, marked "Roman, Dundee."

d.L.  
5/12/10

Crew:— 14

Apprentices

Number of Days out

From Sailing to 30<sup>th</sup> Dec<sup>r</sup> 1910

44

Defer for 7 days

30<sup>th</sup> Dec<sup>r</sup> 1910— do — " 4<sup>th</sup> Jan<sup>y</sup> 1911

49

On the Board

4<sup>th</sup> Jan<sup>y</sup> 1911— do — " 11<sup>th</sup> Jan<sup>y</sup> 1911

56

Posted Missing

11<sup>th</sup> Jan<sup>y</sup> 1911

COMMITTEE'S DECISIONS.



Ellisland (Ship) of Liverpool, Official No 87,984. Whetton (Master)  
Tons 2426 gross 2355 net  
Newcastle N.S.W for Caldera (W.C.S.A.)

Application submitted

4<sup>th</sup> January 1911

REMARKS.

Member

Subscriber making application

Mr L. W. Hammond

289  
1911Interested as Broker for  
Insurance of Cargo

Owner

Andrew Weir & Co  
6 Lloyd's Avenue  
E.C.

Cargo

Coal

Insurance effected at

On Vessel

Lloyds

On Cargo

Latest Account Sailed from Newcastle  
(N.S.W.) for Caldera on the 9<sup>th</sup> July  
1910.

Crew:— 28 (also Captain's Wife)  
Including Apprentices 4

Number of Days out

Days

COMMITTEE'S DECISIONS.

From Sailing to last report from  
Caldera 19<sup>th</sup> 10

129

On the Board

4<sup>th</sup> Jan 1911

— do —

— do — 30<sup>th</sup> 10

144

Posted Missing

11<sup>th</sup> Jan 1911From Sailing to 4<sup>th</sup> Jan 1911

179

— do —

11<sup>th</sup> — 1911

186



No. 3143

Dunearn (Ship) of Porsgrund (Norway), Isaksen (Master)  
 Tons 1632 gross 1533 net  
 Newcastle N.S.W. for Valparaiso

Application submitted

11<sup>th</sup> January 1911

REMARKS.

Member 7

Subscribers making application

W. L. W. Hammond 1012.  
1911.Interested as Broker, for  
Insurance of Cargo

Owner

P. Jacobsen  
Porsgrund

Cargo

Coal

2758 tons

Insurance effected at

—

On Vessel

Lloyds

On Cargo

Latest Account

Sailed from Newcastle  
(N.S.W.) for Valparaiso on the 15<sup>th</sup>  
July 1910

Crew:— 18

Apprentices

Number of Days out

Days

From sailing to last report from  
Valparaiso 16/12/10

154

No further list

From sailing to 11<sup>th</sup> Jan<sup>y</sup> 1911

180

do — 18<sup>th</sup> — 1911

187

COMMITTEE'S DECISIONS.

On the Board

11<sup>th</sup> Jan<sup>y</sup> 1911

Posted Missing

18<sup>th</sup> Jan<sup>y</sup> 1911



# Atlas (Ketch) of Bristol, Official No 45726. Rowles (Master)

Tons 70

## Portsmouth for Cardiff

Application submitted

18<sup>th</sup> January 1911

REMARKS.

Member

Subscribers making application

Mr. H. L. Bilbrough 1020  
1911.Interested as Broker for  
Insurance of Cargo

Owner

Edwin J. Rowles (Captain)

See letter from W<sup>o</sup> Rowles  
wife of Captain & Owner dated 7/11

Cargo

Pitch

Insurance effected at

On Vessel

On Cargo

Latest Account Sailed from Portsmouth  
for Cardiff on the 24<sup>th</sup> October 1910  
Was in tow of the S.S. Wheatfield of  
Cardiff & broke adrift 8<sup>th</sup> Dec 1910

Crew:— 4

Apprentices

Number of Days out

Days

COMMITTEE'S DECISIONS.

From Breaking Adrift 8/12/10 }  
to 18<sup>th</sup> Jan 1911 }  
— do — " 25<sup>th</sup> Jan 1911

41

37

48

On the Board

18<sup>th</sup> Jan 1911

From Sailing to 18<sup>th</sup> Jan 1911 }  
to 25<sup>th</sup> Jan 1911

86

77

93

Posted Missing

25<sup>th</sup> Jan 1911

ATLAS.—Milford Haven, Dec. 9, 4 54 p.m.—  
Wheatfield (s), flour and wheat, from Cardiff to Galway,  
reports towed ketch Atlas, of Bristol, dismasted, from  
Lundy Island to St. Ann's Head, when tow-rope broke  
and vessel was not again seen. Wheatfield cruised all  
last night in the vicinity but saw no trace of vessel. It  
is feared she foundered with crew of three.

Milford Haven, Dec. 9.—The ketch  
Atlas, of Bristol, is bound from Cardiff with a cargo of  
pitch.

ATLAS (s).—St. Ann's Head, Dec. 12, 7 a.m.—  
Wreckage recovered Sunday, consisting of fore and  
mizenmast, broken off, and sail boat deck planking  
washed ashore between West Dale Bay and Dale Bay.  
Name on stern Atlas, of Bristol, presumed foundered  
while in tow of steamer Wheatfield, of Cardiff, off  
Skomer Island, on night of Dec. 8-9. Feared crew lost.

Swansea, Dec. 28.—Advices from Port Eynon state  
that a ship's board, with the name "Atlas, London,"  
is reported to have washed ashore in that district.

Swansea, Dec. 28.—Advices from Port Eynon state  
that a ship's board, with the name "Atlas, Bristol"  
(not London, as reported in issue of yesterday) is re-  
ported to have washed ashore in that district.—[See  
paragraph re Atlas in issues of Dec. 10 and 12.]

L.L. 10/12/10

L.L. 12/12/10

L.L. 29/12/10

L.L. 30/1/11



No. 3145

Beatrice Hannah (Ketch) of Gloucester, Official No 93456  
 Robert (Master) Tons 68  
 Ballinacurra (Co Cork) for Dublin

Application submitted

18<sup>th</sup> January 1911

REMARKS.

Subscribers making application

Mr Arthur Bray 1386  
1911Interested as Broker for Insurance  
of Captain's Freight & Effects

Owner

Mrs Margaret H. Nurse  
(Executrix of the late John Nurse)

Cargo

Malt

Insurance effected at

Gorey Club (Jersey)

On Vessel

On Cargo

Latest Account Sailed from Ballinacurra  
(Co Cork) for Dublin on the 15<sup>th</sup> Dec 1910

Cardiff, Jan. 3.—Fears are entertained as to the fate of three Newport traders—the Lucy Johns, Beatrice Hannah, and Victoria. The three left Ballinacurra, co. Cork, 17 days ago, the first with a cargo of oats, and the other two with malt for Dublin. One of the boats of the Lucy Johns is reported to have been picked up near St. Ives; no news has been received of the Beatrice Hannah or Victoria. There was a heavy storm in the Irish Channel shortly after they left Ireland.—*South Wales Daily News.*

Crew:— 5

Apprentices

Number of Days out

From Sailing to 18<sup>th</sup> Jan 1911

Days

34

Defer for 21 days

COMMITTEE'S DECISIONS.

18<sup>th</sup> Jan 1911— do — 8<sup>th</sup> Feb 1911

55

On the Board

8<sup>th</sup> Feb 1911— do — 15<sup>th</sup> Feb 1911

62

Posted Missing

15<sup>th</sup> Feb 1911



Lucy Johns (Schooner) of Gloucester, Official No 119634.  
 Nurse (Master) Tons 27  
 Ballinacurra (Co Cork) for Southampton

Application submitted

25<sup>th</sup> January 1911

REMARKS.

Subscribers making application

Dumas + Wylie L<sup>rd</sup> 2750  
1911Interested as Brokers for,  
Insurance of Cargo.

Owner

K Pedersen  
Gloucester

Cargo

Oats

Insurance effected at

On Vessel

Lloyds

On Cargo

Latest Account Sailed from Ballinacurra  
for Southampton on the 15<sup>th</sup> Decr 1910

Cardiff, Jan. 3.—Fears are entertained as to the fate of three Newport traders—the Lucy Johns, Beatrice Hannah, and Victoria. The three left Ballinacurra, co. Cork, 17 days ago, the first with a cargo of oats, and the other two with malt for Dublin. One of the boats of the Lucy Johns is reported to have been picked up near St. Ives; no news has been received of the Beatrice Hannah or Victoria. There was a heavy storm in the Irish Channel shortly after they left Ireland.—*South Wales Daily News.*

L.L. 3/1/11

LUCY JOHNS.—London, Jan. 7.—Following telegram received from owner, dated Gloucester, Jan. 7:—No news Lucy Johns since sailing. Vessel's boat picked up Port Isaac, about Dec. 27.—[See issue of Jan. 3.]

L.L. 7/1/11

Crew:— 5

Apprentices —

Number of Days out

From Sailing to 25<sup>th</sup> Jan 1911

Days

41

Defer for 14 days

25<sup>th</sup> Jan 1911— do — 8<sup>th</sup> Feb 1911

55

On the Board

8<sup>th</sup> Feb 1911- do - 15<sup>th</sup> Feb 1911

62

Posted Missing

15<sup>th</sup> Feb 1911



No. 3147.

Axim <sup>1s</sup> of Liverpool, Official No 104579. Elliott, (Master)  
 Tons 2804 gross 1750 net  
 London for Sierra Leone &c  
 via Tenerife

Application submitted

25<sup>th</sup> January 1911.

REMARKS.

Member

Subscribers making application

Mr L. R. Philipps

2759  
1911Interested as Broker for Insurance  
of Hull.

Owners

Elder Dempster & Co. Ltd.  
Liverpool

Cargo

General

Insurance effected at

London &amp; Liverpool

On Vessel

Chiefly Liverpool

On Cargo

Latest Account Sailed from London  
 for Sierra Leone & other ports on  
 the West Coast of Africa on the  
 9<sup>th</sup> December 1910

Crew:— 34

Apprentices —

Number of Days out

Days

From Sailing to last report from  
Teneriffe 27/11

27

— do — — do — 23/11

45

From Sailing to 25<sup>th</sup> Jan 1911

54

— do — 1<sup>st</sup> Feb 1911

54

COMMITTEE'S DECISIONS.

On the Board

25<sup>th</sup> Jan 1911

Posted Missing

1<sup>st</sup> Feb 1911

Hamburg, Dec. 31.—The Elswick Manor (s), from  
 Nicolaiett. reports that at 11 a.m. Dec. 24, in lat. 47 N.  
 long. 6½ W. she passed a piece of wreckage and stopped  
 to examine it. Was evidently top of chart-room and  
 wheel-house surmounted with brass stanchions and  
 rails. Dimensions 17 feet 6 inches by 10 feet 6 inches.  
 No ship's name showing, but builders' number (No. 231)  
 marked in places. One beam marked "Certified for  
 the accommodation of the master."—[With reference  
 to above, 231 is the builder's number of the Axim (s),  
 which left London, Dec. 9, for West Coast Africa.]



Ragnhild (Schooner) of Christiansand, Gulliksen (Master)  
 Wemyss for Tonsberg (Norway)  
 (Tife)  
 Tons 155 gross  
 — 140 Net

Application submitted

25<sup>th</sup> January 1911

REMARKS.

Subscribers making application

The Maritime Insurance Co<sup>ys</sup>  
 LiverpoolInterested as Underwriters  
 on Freight advanced

Owner

Tryvald, Bjornebo.  
 Christiansand

Cargo

Coal.

235 5/20 Tons

Insurance effected at

Arendal, Norway

On Vessel

Tonsberg, Norway

On Cargo

Latest Account

Sailed from Wemyss  
 for Tonsberg, on the 3<sup>rd</sup> November 1910

Christiansand, Jan. 11.—Anxiety is felt for the safety  
 of the schooner Ragnhild, of Christiansand, Gulliksen,  
 which left Wemyss, Nov. 3, for Tonsberg, with coal.—  
 Kysten.

LL. 1911

Crew:—

6

Apprentices

Number of Days out

Days

COMMITTEE'S DECISIONS.

From Sailing to last report from  
 Tonsberg 19/11

77

Defer for 14 days

25<sup>th</sup> Jan<sup>y</sup> 1911

do — do — 14/12

93

On the Board

8<sup>th</sup> Feb<sup>y</sup> 1911

do — do — 9/12

98

From Sailing to 25<sup>th</sup> Jan<sup>y</sup> 1911

83

Posted Missing

15<sup>th</sup> Feb<sup>y</sup> 1911do — 8<sup>th</sup> Feb<sup>y</sup> 1911

91

do — 15<sup>th</sup> Feb<sup>y</sup> 1911

101



No. 3149

Sappho (Ketch) of Jersey, Gaudin (Master) Official No 76270 Tons 48  
Waterford for St Heliers (Jersey)

Application submitted

8<sup>th</sup> February 1911

REMARKS.

Member

Subscribers making application

Mr. Thomas Forbes 4402<sup>11</sup>.Interested as Broker for Insurance  
of Cargo

Owner

J. C. Renouf  
Jersey

Cargo

Oats

Insurance effected at

Gorey Mutual Ins<sup>co</sup> of Jersey } On Vessel

Lloyds

} On Cargo

Latest Account Sailed from Waterford  
for St Heliers on the 15<sup>th</sup> Dec<sup>r</sup> 1910

Crew:— 14-

Apprentices —

Number of Days out

From Sailing to 8<sup>th</sup> Feb<sup>y</sup> 1911

Days

55

On the Board

COMMITTEE'S DECISIONS.

8<sup>th</sup> Feb<sup>y</sup> 1911— do — 15<sup>th</sup> Feb<sup>y</sup> 1911.

62

Posted Missing

15<sup>th</sup> Feb<sup>y</sup> 1911



St Denis 1<sup>st</sup> of Liverpool, Official No 105,330. Davis (Master)  
Tons 516 gross 278 net  
Victoria (B. C.) for Salina Cruz  
via San Francisco

Application submitted

8<sup>th</sup> February 1911

REMARKS.

Subscribers making application

Goddard Kennard & Co  
4403  
11Interested as Brokers for  
Insurance of Cargo.

Owner

The Mexican Land & Colonization Co  
4 Moorgate Street  
London

Cargo

Coal

Insurance effected at

On Vessel

Lloyds

On Cargo

Latest Account Sailed from Victoria (B.C.)  
for Salina Cruz on the 21<sup>st</sup> Nov<sup>r</sup> 1910  
and passed Tatoosh the same day.

Crew:— 20

Apprentices

Number of Days out

From Sailing to last Report from  
Salina Cruz, 6<sup>th</sup>

Days

56

From Sailing to 8<sup>th</sup> February 1911 79  
— do — " 15<sup>th</sup> February 1911 86

79  
86

COMMITTEE'S DECISIONS.

On the Board

8<sup>th</sup> Feb<sup>y</sup> 1911

Posted Missing

15<sup>th</sup> Feb<sup>y</sup> 1911

Salina Cruz (by Cable received Dec. 9).—St. Denis,  
British steamer, is overdue. Sailed on Nov. 17 from  
Vancouver. (Agent)

ST. DENIS (s).—Vancouver (by Cable received  
Dec. 27).—A report received from British steamer  
Tees, by wireless, states Cape Scott residents report:  
—Dec. 10, wreckage from British steamer St. Denis,  
including deckhouse, pilothouse, hatches, portion boats  
washed ashore. Sailed for Salina Cruz from Victoria  
(B.C.) Nov. 21. (Agent)

Victoria, B.C., Dec. 26.—  
Wreckage marked "St. Denis" has been ashore near  
Cape Scott, indicating the foundering of the missing  
steamer St. Denis, bound for San Francisco. No hope  
is entertained for the crew.—Reuter.



No. 3151

*Jessie* (Schooner) of Fleetwood, Official No 69459. Collins (Master)  
Tons 78.  
Ballinacurra (Co Cork) for Dublin

Application submitted

8<sup>th</sup> February 1911

REMARKS.

member

Subscribers making application

Mr H. G. Poland 4525/11

Interested as Underwriter on Cargo

Owner

Francis Flanagan  
Dublin

Cargo

Barley

Insurance effected at

On Vessel

Lloyds

On Cargo

Latest Account Sailed from Ballinacurra  
(Co Cork) for Dublin on the 15<sup>th</sup> Dec<sup>r</sup>  
1910

London, Jan. 27.—It is feared that besides the  
Beatrice Hannah and Victoria (before reported) which  
left Ballinacurra, Dec. 15, for Dublin, the *Jessie*, which  
left Ballinacurra on Dec. 15 for Dublin, has also been  
lost. The report of the *Jessie* having got to St.  
Tudwall's Roads was evidently erroneous.

LL 28/1/11

Extract from letter forwarded by  
Messrs Hobson, Alfrey & Wheeler

Crew:— 14

Apprentices

Number of Days out

From Sailing to 8<sup>th</sup> Feb 1911

Days

55

On the Board

COMMITTEE'S DECISIONS.

8<sup>th</sup> Feb 1911

do.

do. 15<sup>th</sup> Feb 1911

62

Posted Missing

15<sup>th</sup> Feb 1911



Victoria (Schooner) of Banff. Official No 73903. Harper (Master)  
Tons 78  
(Ballinacurra (Cork) for Dublin

Application submitted

8<sup>th</sup> February 1911

REMARKS.

Member

Subscribers making application

Mr. H. G. Poland

Interested as Underwriter  
on Cargo

Owner

Frank Nurse  
Gloucester

Cargo

Malt

About 140 Tons

Insurance effected at

Gloucester

On Vessel

Lloyd's

On Cargo

Latest Account Sailed from Ballinacurra  
(Cork) for Dublin on the 15<sup>th</sup> Decr 1910

Cardiff, Jan. 3.—Fears are entertained as to the fate of three Newport traders—the Lucy Johns, Beatrice Hannah, and Victoria. The three left Ballinacurra, co. Cork, 17 days ago, the first with a cargo of oats, and the other two with malt for Dublin. One of the boats of the Lucy Johns is reported to have been picked up near St. Ives; no news has been received of the Beatrice Hannah or Victoria. There was a heavy storm in the Irish Channel shortly after they left Ireland.—*South Wales Daily News.*

L L 2/11

Crew:— 5

Apprentices

Number of Days out

From Sailing to 8<sup>th</sup> Feb'y 1911

Days

55 On the Board

COMMITTEE'S DECISIONS.

8<sup>th</sup> Feb'y 1911— do — 15<sup>th</sup> Feb'y 1911

62 Posted Missing

15<sup>th</sup> Feb'y 1911



No. 3153

Seehund(Steam Trawler) of Geestmunde, Guerruck (Master)  
Tons 136 gross 35 net  
Geestmunde for North Sea Fishing Grounds

Application submitted

15<sup>th</sup> February 1911.

REMARKS.

Subscribers making application

Lipf Mearns & Co 5222  
11.Interested as Broker for Insurance  
of Hull.

Owner

Hochseefischerei Nordstern  
Actien Gesellschaft  
Geestmunde, Germany.

Cargo

—

Insurance effected at

Lloyds &amp; Bremen

On Vessel

On Cargo

Latest Account Sailed from Geestmunde  
for North Sea Fishing Grounds on the  
23<sup>rd</sup> November 1910.

Crew:— 9

Apprentices —

Number of Days out

From Sailing to 15<sup>th</sup> Feby 1911

Days

84

On the Board

COMMITTEE'S DECISIONS.

15<sup>th</sup> Feby 1911— do — 22<sup>nd</sup> Feby 1911.

91

Posted Missing

22<sup>nd</sup> Feby 1911



# Katinitza

1<sup>st</sup> of Syria, Tons 1693 gross 1055 net  
Novorossisk for Italy

Application submitted

15<sup>th</sup> February 1911

REMARKS.

Member

Subscribers making application

Mr H. W. L. Hobbs

Interested as Broker for Insurance  
of Hull.

Owner

D. I. Andreadis  
Syria  
Greece

Cargo

Grain

(Wheat)

Insurance effected at

Lloyds

On Vessel

— 7

On Cargo

Latest Account Sailed from Novorossisk  
for Italy on the 26<sup>th</sup> January 1911A telegram received from Lloyd's  
Agent at Constantinople on the 22<sup>nd</sup> Feb  
states "no news of Katinitza 1<sup>st</sup>."

Batoum, Feb. 2.—A severe gale, accompanied by a heavy sea, has caused much damage here, and a large number of small ships have been driven ashore. The telegraph lines to India, Europe and many other places have been damaged.—*Reuter*.

London, Feb. 3.—Following telegram received from owners:—Katinitza left Novorossisk, Jan. 26, for Italy. Up to date has not passed Constantinople, neither have we any news.

London, Feb. 9.—In reply to inquiry, Lloyd's agents at Constantinople telegraph as follows: Maria J. Mango, Katinitza, not passed.

Batoum, Feb. 1.—The master of the Russian tank steamer Borjom, from Constantinople, reports that, at 6.45 a.m., Jan. 28, he was called on deck by officer on watch, and a steamer was seen just ahead of the Borjom, the latter having great difficulty in avoiding collision. Nobody was to be seen on board the steamer, but her machinery was working. She suddenly changed her course and a huge sea fell upon the vessel and she went into the depths. This occurred at 7.10 a.m. about 1 mile from the Borjom. According to the logs she was a Greek steamer of about 4000 tons deadweight, heavily laden, funnel low, and black, with 2 white rings. Lat. 41 22 N, long. 31 22 E. It was impossible to render any assistance.—(See issue of Feb. 2).

Crew:—

Apprentices

Number of Days out

From Sailing to 15<sup>th</sup> Feb 1911

Days

20

Defer for 14 days

15<sup>th</sup> Feb 1911

— do —

1<sup>st</sup> March 1911

34

On the Board

1<sup>st</sup> March 1911

— do —

8<sup>th</sup> March 1911

41

Posted Missing

8<sup>th</sup> March 1911

COMMITTEE'S DECISIONS.



No. 3155

Marie J. Mango <sup>18</sup> of Syra, Diacakis (Master)  
 Tons 3191 gross 2031 net.  
 Novorossisk for Emden

Application submitted

22<sup>nd</sup> February, 1911

REMARKS.

Subscribers making application

P. J. Hobbs  
(J W Hobbs & Co)Interested as Broker for Insurance  
of Hull

Owner

John A Mango  
Mango & Co  
49 Lime Street E.C.

Cargo

Grain

(Barley)

Insurance effected at

Lloyds &amp; London Companies

On Vessel

On Cargo

A telegram received from Lloyd's  
 Agent at Constantinople on the 22<sup>nd</sup> Feby  
 states "no news of Marie J. Mango"

Latest Account Sailed from Novorossisk  
 for Emden on the 26<sup>th</sup> January 1911

Crew:— 25

Apprentices —

Number of Days out

From Sailing to 22<sup>nd</sup> Feby 1911

Days

27

Defer for 7 days

COMMITTEE'S DECISIONS.

22<sup>nd</sup> Feby 1911

— do —

1<sup>st</sup> March 1911

34

On the Board

1<sup>st</sup> March 1911

— do —

8<sup>th</sup> March 1911

41

Posted Missing

8<sup>th</sup> March 1911

Batoum, Feb. 2.—A severe gale, accompanied by a heavy sea, has caused much damage here, and a large number of small ships have been driven ashore. The telegraph lines to India, Europe and many other places have been damaged.—*Reuter*.

London, Feb 9.—In reply to inquiry, Lloyd's agents at Constantinople telegraph as follows: Marie J. Mango Katinitza not passed.

London, Feb 9.—Marie J. Mango (a): The Owners, in reply to inquiry, write, under date of Feb. 8:—We have no news of her position. It is true that she left Novorossisk on the 26th ult., and up to the moment of writing she has not yet arrived at Constantinople.

Batoum, Feb. 1.—The master of the Russian tank steamer Borjom, from Constantinople, reports the that, at 6 45 a.m., Jan. 28, he was called on deck by officer on watch, and a steamer was seen just ahead of the Borjom, the latter having great difficulty in avoiding collision. Nobody was to be seen on board the steamer, but her machinery was working. She suddenly changed her course and a huge sea fell upon the vessel and she went into the depths. This occurred at 7 10 a.m. about 1 mile from the Borjom. According to the flags she was a Greek steamer of about 4000 tons deadweight, heavily laden, funnel low, and black, with 2 white rings. Lat. 41 22 N, long. 31 22 E. It was impossible to render any assistance.—(See issue of Feb. 2).



Fanny Fothergill (Schooner) of Fleeewood, Official No. 4966  
 Jones (Master) Tons 179 gross 147 net  
 London for Llanelli  
 via Falmouth

Application submitted

22<sup>nd</sup> February 1911

REMARKS.

Subscribers making application

W Ward Smith  
(Fletcher & Wellou)Interested as Brokers for Insurance  
of Cargo

Owner

Thomas C. Cooper  
Runcorn

Cargo

Steel Turnings

260 Tons

Insurance effected at

Lloyds

On Vessel

On Cargo

A letter from Mr T.C. Cooper  
dated 10<sup>th</sup> March 1911, states:  
"No news since leaving Falmouth."Latest Account Sailed from London  
for Llanelli on the 15<sup>th</sup> Novr 1910  
put into Falmouth left there on  
the 17<sup>th</sup> January 1911FANNY FOTHERGILL—Cardiff, Feb. 11.—  
Definite news, says a Cork telegram, has been received  
concerning the three-masted schooner Fanny Fothergill,  
of Aberystwyth, which left Falmouth on Jan. 10 last  
for Llanelli. Captain Hughes of the Sunbeam, arrived  
at Cork from Ipswich, reports that when 100 miles  
north-west of the Longships the crew noticed portions  
of wreckage. Some of it they got on board, and an  
inspection showed it to be the side of a ship's boat on  
which was the name Fanny Fothergill.

L.L. 1/11

(L.L. 1/11)

Crew:— 5

Apprentices

Number of Days out

Days

From leaving Falmouth to 22/2/11.

36

Refer for 111 days

22<sup>nd</sup> Feb 1911

— do — " 8/3/11

50

On the Board

8<sup>th</sup> March 1911

— do — " 15/3/11

57

From sailing to 22<sup>nd</sup> Feb 1911

99

Posted Missing

15<sup>th</sup> March 1911



No. 3157

*Grebe*(Steam Trawler) of Hull, Official No 123,282, Radford (Master)  
Tons 172 gross 52 net  
Hull for North Sea Fishing Grounds

Application submitted

22<sup>nd</sup> February 1911

REMARKS.

Member

Subscribers making application

Mr A. H. Buchanan  
(Leslie Godwin & Co) 5723/11Interested as Broker for Insurance  
of Hull

Owner

Kelsall Bros & Beeching L<sup>rs</sup>  
Hull

Cargo

Insurance effected at

Lloyds &amp; Companies

On Vessel

On Cargo

Latest Account Sailed from Hull  
for North Sea Fishing Grounds  
on the 29<sup>th</sup> December 1910, and  
boarded fish into the Cutter on  
the 31<sup>st</sup> Dec<sup>r</sup> 1910.

**GREBE** (trawler). — Hull, Jan. 17. — Fears are entertained for the safety of the trawler Grebe, belonging to the Gamcock Fleet. The Grebe has been out with the fleet in the North Sea. It is 14 days since she sent any fish to the cutter; vessels from the fleet have come to port, but they have brought no news of the Grebe. The owners are without information. — Hull Eastern Morning News.

L. E. 18/1/11

Crew: — 9

Apprentices

Number of Days out

Days

From last seen to 22<sup>nd</sup> Feb 1911. 53  
— do — 1<sup>st</sup> Mch 1911. 60From Sailing to 22<sup>nd</sup> Feb 1911. 53  
— do — 1<sup>st</sup> March 1911. 62

COMMITTEE'S DECISIONS.

On the Board

22<sup>nd</sup> Feb 1911

Posted Missing

1<sup>st</sup> March 1911



Riozinho 15/ of Para, Beard (Master) Tons 190 gross 129 net.  
 London for Para  
 via Dartmouth

Application submitted

1<sup>st</sup> March 1911

REMARKS.

Member

Subscribers making application

Mr. A. Howden 6302.  
11.Interested as Broker for Insurance  
of Hull

Owner

Pinho &amp; Certo

Para

(Contracted for by J. Bremner)  
Liverpool

Cargo

Insurance effected at

London

On Vessel

On Cargo

Latest Account Tailed from London for  
 Para on the 1<sup>st</sup> November 1910, put  
 into Dartmouth & left there 19<sup>th</sup> Decr.  
 1910

Crew:— 13

Apprentices

Number of Days out

Days

COMMITTEE'S DECISIONS.

From Dartmouth to last report  
 from Para 26/1/11 38  
 — do — — do — 25/2/11 68  
 — do — — do — — — —  
 From Dartmouth to 1<sup>st</sup> March 1911 72  
 — do — 15<sup>th</sup> — do — 86  
 — do — 22<sup>nd</sup> — do — 93

Defer for 14 days

1<sup>st</sup> March 1911

On the Board

15<sup>th</sup> March 1911

Posted Missing

22<sup>nd</sup> March 1911

**RIOZINHO** (s).—Dover, Nov. 4, 10 25 a.m.—  
 Steamer Riozinho, of Para, from London for Para, put  
 in here with starboard side of windlass broken, and  
 having slipped from starboard anchor and 60 fathoms  
 of chain in East Bay, Dungeness, during heavy gale  
 last night.

L.L. 4/11/10

**RIO ZINHO** (s).—Dover, Nov. 9, 3 28 p.m.—Rio  
 Zinho, sailed 2 p.m., after repairing windlass and re-  
 placing anchor and chain.

L.L. 10/11/10

**RIO ZINHO** (s).—Dover, Nov. 11, 9 35 p.m.—  
 Steamer Rio Zinho put back, lost both anchors and  
 ninety fathoms chain in gale off Portland; after ballast  
 tank full of water.

L.L. 12/11/10

**RIO ZINHO** (s).—Dover, Nov. 12.—To ascertain  
 cause leakage after tank must sight bottom. Cannot  
 get slip before twenty-third. Suggest put vessel on  
 level ground alongside quay outer harbour, where could  
 probably see cause damage.—Salvage Association.  
 (Note.—The Salvage Association have sent a surveyor  
 to report and advise.)

L.L. 14/11/10

**RIO ZINHO** (s).—Dover, Nov. 19, 1 14 p.m.—Rio  
 Zinho (s) sailed noon after repairing losses.

L.L. 21/11/10



No. 3159

Louis et Marie (Schooner) of St Malo, Golwen (Master)  
Tons 139 gross 84 net  
Swansea for Oporto

Application submitted

22<sup>nd</sup> March 1911

REMARKS.

Subscribers making application

Matthews Wrightson & Co. L<sup>td</sup>

Interested as Agents for Cargo Insurers.

Owner

J. Fermet  
St Malo  
France

Cargo

Coal

180 Tons Anthracite Beans

Insurance effected at

France

On Vessel

Cardiff.

On Cargo

Latest Account

Sailed from Swansea  
for Oporto, on the 15<sup>th</sup> Dec<sup>r</sup> 1910

Cardiff, Dec. 27.—Mr. J. A. Clare, Cardiff and Barry pilot, writes that on the 19th inst., when cruising in the Bristol Channel, two miles off the Foreland (Lynmouth), he found a lifebuoy containing the body of a man. The lifebuoy was painted white, with the name in black letters "Louise et Marie," of St. Malo.

LOUIS ET MARIE.—Swansea, Jan. 12.—Anxiety is felt for the safety of the schooner Louis et Marie, of St. Malo, which left Swansea, Dec. 15, for Oporto. A lifebuoy, marked "Louis et Marie," in which was the body of a man, was seen floating in the Bristol Channel Dec. 17.—*Petit Journal*.—[See Cardiff under "Derelicts and Wreckage" in issue of Dec. 29.]

LL 28/12/10

LL 13/1/11

Crew:— 7

Apprentices —

Number of Days out

Days

From Swansea to last report  
from Oporto

92

On the Board

22<sup>nd</sup> March 1911

— do — do —

95

Posted Missing

29<sup>th</sup> March 1911From Swansea to 22<sup>nd</sup> March 1911

97

— do — 29<sup>th</sup> March 1911

104



Ruth (Schooner) of Marstal (Nielsen. Master. Tons 172 gross 146 net)  
St John's (N.Z.) for Liverpool

Application submitted

29<sup>th</sup> March 1911

REMARKS.

Subscribers making application

Woods + Maslen

Interested as Broker for  
Insurance of Cargo

Owner

C. W. Clausen  
Marstal  
Denmark

Cargo

166 Tons Oil

Insurance effected at

On Vessel

Lloyds

On Cargo

Latest Account Sailed from St John's (N.Z.)  
for Liverpool on the 4<sup>th</sup> Decr. 1910

Crew:— 5

Apprentices

Number of Days out

From Sailing, to 29<sup>th</sup> Mch 1911

Days

116

On the Board

COMMITTEE'S DECISIONS.

29<sup>th</sup> March 1911

— do —

5<sup>th</sup> April 1911.

122

Posted Missing

5<sup>th</sup> April 1911



No. 3161

*Theta* (Schooner) of Windsor (Nova Scotia) Official No 107307, Tatter (Master)  
Tons 462 gross 420 net  
Hillsboro (New Brunswick) for Philadelphia

Application submitted

19<sup>th</sup> April 1911

REMARKS.

Subscribers making application

C. E. Heath &amp; Co

12772/11

Interested as Broker for Insurance  
of Freight

Owner

J. W. Sumner

Moncton

New Brunswick

Cargo

100 Tons of Rock Plaster (underdeck)

400,000 Laths on deck

Insurance effected at

Companies

On Vessel

On Cargo

Latest Account

Sailed from Hillsboro  
(New Brunswick) for Philadelphia  
on the 3<sup>rd</sup> December 1910

Moncton, Jan. 11. — Anxiety is felt for British schooner Theta, which sailed from Hillsboro (N.B.), Dec. 3, for Philadelphia. She is owned by the T. W. Sumner Company, of Moncton.  
(New York Herald)

L L 25/1/11

Crew:— 8

Apprentices

Number of Days out

Days

From Sailing to last report from  
Philadelphia 10/4/11

128

On the Board

19<sup>th</sup> April 1911

— do — — do — 17/4/11

135

Posted Missing

26<sup>th</sup> April 1911From Sailing to 19<sup>th</sup> April 1911

137

— do — 26<sup>th</sup> April 1911

144

COMMITTEE'S DECISIONS.



*Gesina Lucia* (Schooner) of Dublin, Official No 104.967  
 Waldron, Master, Tons 75  
 Milford for Ballydehob (Co Cork)

Application submitted: <sup>rd</sup>

3 May 1911

REMARKS.

Member

Subscriber making application

Mr A. F. Charlesworth

13359

Interested as Broker for  
Insurance of Cargo

Owner

J. Waldron (also Captain)  
8 Ferry Bank  
Arklow

Cargo

120 Tons Coal

Insurance effected at

— 7

On Vessel

Lloyds

On Cargo

Latest Account Sailed from Milford  
for Ballydehob (Co Cork) on the  
17<sup>th</sup> March 1911.

**GESINA LUCIA.**—London, April 18.—According to a letter received from the wife of the master of the Dublin schooner *Gesina Lucia*, dated April 17, that vessel left Milford, March 17, for Ballydehob, and has not since been reported. The letter also mentions that the body of a sailor has been washed ashore at Ardsfield, and from a life-jacket found on it it was thought to be that of one of the schooner's crew.

Crew:— 4

Apprentices

Number of Days out

From Sailing to the 3<sup>rd</sup> May 1911

Days

47

On the Board

3<sup>rd</sup> May 1911— do — 10<sup>th</sup> May 1911

54

Posted Missing

10<sup>th</sup> May 1911

COMMITTEE'S DECISIONS.



No. 3163

Cap Spartel 1st of Antwerp, Renkin, Master, Tons 969 gross  
581 net  
Swansea for Palermo

Application submitted

3<sup>rd</sup> May 1911.

REMARKS.

Member

Subscribers making application

M<sup>r</sup>. A. D. Anbrumenil13821  
11

Interested as Broker for Owner

Owner

"Mercure" Société Anon Belge  
de Navigation  
Antwerp

Cargo

1110 Tons Coal

Insurance effected at

London, Hamburg,  
+ France

On Vessel

Northern Maritime  
Ins<sup>co</sup> Co L<sup>d</sup>.

Newcastle-on-Tyne

On Cargo

Latest Account

Sailed from Swansea  
for Palermo on the 4<sup>th</sup> March  
1911.

CAP SPARTEL (s).—Antwerp, March 25.—  
Anxiety is felt for the safety of the Belgian steamer  
Cap Spartel, Renkin, which left Swansea, March 4, for  
Palermo, and has not yet been reported arrived.—  
Antwerp paper.

Crew:— 17

Apprentices

Number of Days out

Days

From Sailing to last report from  
Palermo, 17<sup>th</sup>— do — do — 4/5<sup>th</sup>

54

61

From Sailing to 3<sup>rd</sup> May 1911

60

— do — 10<sup>th</sup> May 1911

67

COMMITTEE'S DECISIONS.

On the Board

3<sup>rd</sup> May 1911

Posted Missing

10<sup>th</sup> May 1911



Burnbrae <sup>15</sup>/ of Glasgow; Official No 115689, McFall (Master)  
Tons 200 gross 37 net  
Cardiff for Wexford

Application submitted

17<sup>th</sup> May 1911

REMARKS.

Member

~~Subscriber~~ making application

Mr J. H. Morrison

Interested as Broker for the  
Insurance of Hull.

Owner

The Glasgow Steam Coasters Ltd  
(Paton & Hendry)

Cargo

Coal

171 Tons 12 cwt Welsh House Coal

Insurance effected at

London, Liverpool  
& Glasgow.

On Vessel

On Cargo

Latest Account Tailed from Cardiff  
for Wexford on the 18<sup>th</sup> April 1911

**BURNBRAE** (s).—London, April 28.—Burnbrae (s), which sailed from Cardiff for Wexford on April 18, has not yet arrived at her destination. Owners have intimation that a lifeboat, also a lifebuoy, marked S.S. Burnbrae, have been washed up at Pendine, St. Clears, South Wall.

L.L. 29/4/11

**BURNBRAE** (s).—London, May 11.—On May 8 a ship's boat, empty, 18 ft. long by 6 ft. beam, marked "S.S. Burnbrae, Glasgow," no flooring boards or rudder, was found three miles east of Pendine. In custody of Receiver of Wreck, Llanelly.

L.L. 14/5/11

Crew:—

Apprentices

Number of Days out

From Sailing to 17<sup>th</sup> May 1911Days  
29— do — 24<sup>th</sup> May 1911

36

COMMITTEE'S DECISIONS.

On the Board

17<sup>th</sup> May 1911

Posted Missing

24<sup>th</sup> May 1911



No. 3165

Cayo Largo15/ of London, Official No 108341. Chase (Master)  
Tons 3431 gross 2223 net  
Swansea for Tampico

Application submitted

31<sup>st</sup> May 1911

REMARKS.

Member

~~Subscriber~~ making applicationMr Charles Wright 47774  
" "Interested as Broker for Insurance  
of Hull.

Owner

The Cuban Steamship Co Ltd  
(E Bigland & Co)  
7 East India Avenue, E.C.

Cargo

Coal

4,300<sup>tons</sup> Anthracite Coal

Insurance effected at

Lloyds &amp; Companies

On Vessel

Lloyds

On Cargo

Latest Account Sailed from Swansea  
for Tampico on the 16<sup>th</sup> April 1911See letter from Agent Tonmay-Charente  
dated 12<sup>th</sup> June 1911 re boat picked up by  
the barque "Mashona"A letter from Lloyds Agent at Swansea  
dated 24<sup>th</sup> June states that no shifting boards  
were used with this coal & it is not usual to  
stow with shifting boards

Crew:— 29

Apprentices

CAYO LARGO (s).—Scilly, May 23, noon.—  
Following received by wireless telegraphy from HMS  
Cumberland:—Picked up empty lifeboat belonging  
Cayo Largo. Position Cumberland 47 20, 7 21.

L.L. 23/5/11

CAYO LARGO (s).—London, May 23, 9 52 p.m.—  
A telegram from the Admiralty states:—H.M.S. Cum-  
berland reports having picked up, about 47 20 N, 7 21  
W, belonging to steamer Cayo Largo, Cuban Line, boat  
24 feet long, floating bottom up in good order, with only  
a small hole, about water-line, on starboard quarter,  
quite empty; apparently been in water some time.

L.L. 24/5/11

Milford Haven, June 1, 9 10 a.m.—The air-cased  
boat, marked "S.S. Cayo Largo, London," picked up  
at sea by HMS Cumberland, is now at Government  
Dockyard Pembroke.

L.L. 1/6/11

CAYO LARGO (s).—Rochefort, June 6.—The  
Norwegian four-mast barque Mashona, Broch, on her  
way from Australia to Falmouth, reports:—May 23,  
200 miles SW of Scilly Islands, picked up a boat with  
name painted: "Cayo Largo, London." The Mashona  
arrived in Ile d'Aix Roads, off Rochefort, on the 3rd  
inst.—[See paragraph in issue of May 23.]

May 1911

Number of Days out

Days

From Sailing to last report from  
Tampico

29

— do — 19/5/11. 43

— do — 29/5/11. 50

— do — 31<sup>st</sup> May 1911 45— do — 14<sup>th</sup> June 1911. 59— do — 21<sup>st</sup> June 1911. 66

Defer for

On the Board

14<sup>th</sup> June 1911

Posted Missing

21<sup>st</sup> June 1911



No. 3165

Cayo Largo 1<sup>st</sup> of London, Official No 108,341. Chase (Master)  
Tons 3431 gross 2223 net  
Swansea for Tampico

Application submitted

31<sup>st</sup> May 1911

REMARKS.

Member

~~Subscriber~~

making application

Mr Charles Wright 47774  
" "Interested as Broker for Insurance  
of Hull.

Owner

The Cuban Steamship Co Ltd  
(E Bigland & Co)  
7 East India Avenue, E.C.

Cargo

Coal

4,300<sup>tons</sup> Anthracite Coal

Insurance effected at

Lloyds &amp; Companies

On Vessel

Lloyds

On Cargo

Latest Account

Sailed from Swansea  
for Tampico on the 16<sup>th</sup> April 1911See letter from Agent Tomnay-Charence  
dated 12<sup>th</sup> June 1911 re boat picked up by  
the barque "Mashona"A letter from Lloyd's Agent at Swansea  
dated 24<sup>th</sup> June states that no shifting boards  
were used with this coal & it is not usual to  
stow with shifting boardsCAYO LARGO (s). — Scilly, May 23, noon. —  
Following received by wireless telegraphy from HMS  
Cumberland:—Picked up empty lifeboat belonging  
Cayo Largo. Position Cumberland 47 20, 7 21.

L.L. 23/5/11

CAYO LARGO (s). — London, May 23, 9 52 p.m. —  
A telegram from the Admiralty states:—H.M.S. Cum-  
berland reports having picked up, about 47 20 N, 7 21  
W. belonging to steamer Cayo Largo. Cuban Line. boat

L.L. 24/5/11

L.L. 1/6/11

Crew:— 29

Apprentices

Number of Days out

Days

COMMITTEE'S DECISIONS.

From Sailing to last report from  
Tampico

29

Defer for 14 days

31<sup>st</sup> May 1911

— do — — do — 29/5/11.

43

On the Board

14<sup>th</sup> June 1911

— do — — do — 5/6/11.

50

Posted Missing

21<sup>st</sup> June 1911do. — 31<sup>st</sup> May 1911

45

do. — 14<sup>th</sup> June 1911.

59

do. — 21<sup>st</sup> June 1911.

66



Beauview (Steam Tug) of Glasgow. Official No 128252.  
McDonald, (Master) 49 Tons  
Gourock for Lisbon

Application submitted

26<sup>th</sup> July 1911

REMARKS.

Member

~~Subscriber~~ making application

Mr A. H. Buchanan  
(Leslie & Godwin) 22706  
11.

Interested as Broker for Insurance  
of Hull

Owner

John Stewart  
82 Gordon Street  
Glasgow

Cargo

Insurance effected at

Glasgow &amp; London

On Vessel

On Cargo

Latest Account

Sailed from Gourock  
for Lisbon on the 24<sup>th</sup> June 1911

Crew:—

6

Apprentices

Number of Days out

Days

COMMITTEE'S DECISIONS.

From Sailing to last report from  
Lisbon

— do — 25/7/11

— do — 5/8/11

— do — 11/8/11

From Sailing to the 26<sup>th</sup> July 1911— do — 9<sup>th</sup> Aug 1911— do — 16<sup>th</sup> Aug 1911

27

42

48

32

46

53

Defer for 14 days

26<sup>th</sup> July 1911

On the Board

9<sup>th</sup> August 1911

Posted Missing

16<sup>th</sup> August 1911



No. 3167

Belliver 1<sup>st</sup> of Teignmouth, Official No 109683, Moyssey (Master)  
 Tons 755 gross 397 net  
 Rafo (Finland) for Plymouth

Application submitted

27<sup>th</sup> September 1911

REMARKS.

Member

Subscribers making application

Sir Frederic Bolton 28320  
11Interested as Broker for Insurance  
of Hull

Owner

Whiteway & Ball.  
1 North Quay  
Totquay

Cargo

Wood

Insurance effected at

Lloyds &amp; Companies

On Vessel

On Cargo

Latest Account Sailed from Rafo  
 (Finland) for Plymouth on the  
 8<sup>th</sup> September 1911.

Crew:— 14. & Captain's Wife & two Children  
 Apprentices —

Number of Days out

From Sailing to 27<sup>th</sup> Sept 1911

Days

19

COMMITTEE'S DECISIONS.

Defer for 7 days

27<sup>th</sup> Sept 1911— do — 4<sup>th</sup> Oct 1911.

26

On the Board

4<sup>th</sup> Oct 1911— do — 11<sup>th</sup> Oct 1911.

33

Posted Missing

11<sup>th</sup> Oct 1911

Gefle, Sept. 13. — The captain of the steamer Carl XV., from Gothenburg, which arrived here last night, reported that he found a ship's boat yesterday morning in the Aland Sea. The boat, which was full of water, contained three dead bodies, apparently of men who had succumbed to cold and exhaustion. Papers were found on one of the corpses showing that they belonged to the crew of an English steamer. The papers were made out in the name of H. Cook, of Middlesbrough, engineer, aged 45. No papers were found on the other corpses. The dead bodies were buried at sea.—*Reuter*.—[See London under "Miscellaneous" in issue of Sept. 14.]

Gefle, Sept. 13, 12 35 p.m.—Carl XV, Swedish steamer reports that on the 10th Sept., in lat. 60 N, long 19 E, picked up a boat containing three dead persons from the wreck of a British steamer, name unknown, supposed to have foundered in the recent gales; crew supposed drowned.—[See London under "Miscellaneous."]

London, Sept. 13.—In reply to inquiry as to whether there were any marks on the boat containing three dead persons, picked up by Swedish steamer Carl XV., to lead to identification, and what were the reasons for supposing that it came from a British steamer, Lloyd's Agent at Gefle telegraphs, Sept. 13, as follows:—Boat unmarked. Discharge certificate for H. Book, second engineer, from British steamer Billina, Teignmouth, date May 7, this year, on body.—[See Gefle under "Miscellaneous."]  
 Mem.: The steamer Belliver, of Teignmouth, H. Book or Cook 2nd engineer, left Rafo Sept. 8 for Plymouth and above report may possibly have reference to that steamer.



Curanja (River Steamer) of Para, Whyte, (Master) Tons 192 gross  
128 net  
The Clyde for Las Palmas  
+ thence for Manao

Application submitted

18<sup>th</sup> October 1911.

REMARKS.

Subscribers making application

Mr. P. F. Tuck  
(Tuck Forge & Co)Interested as Broker for,  
insurance of Hull.

Owner

James Pollock Sons & Co.  
3 Lloyds Avenue  
E.C.

Cargo

86 Tons Bunker Coal.

Insurance effected at

Lloyds &amp; Companies

On Vessel

On Cargo

Latest Account

Sailed from Bowling  
(Clyde) for Manao via Las Palmas  
on the 12<sup>th</sup> September 1911 and passed  
Kildonan Head on the 13<sup>th</sup> Sept. 1911Las Palmas, Oct. 6, 3 10 p.m.—Curanja (s), has not  
arrived.

L. G. Whyte

Crew:— 12

Apprentices

Number of Days out

Days

COMMITTEE'S DECISIONS.

From Sailing to last Report from  
Las Palmas 7/10/11

24

Defer for 14 days 18<sup>th</sup> Oct. 1911

— do — — — 22/10/11

39

Defer further 14 days 1<sup>st</sup> Nov. 1911

— do — — — 6/11/11

54

— do — — — 12/11/11

60

From Sailing to 18<sup>th</sup> Oct. 1911.

35

On the Board 15<sup>th</sup> Nov. 1911— do — 1<sup>st</sup> Nov. 1911

49

— do — 15<sup>th</sup> Nov. 1911

63

Posted Missing 22<sup>nd</sup> Nov. 1911— do — 22<sup>nd</sup> " 1911

70

The Lloyd's mark is owned by Lloyd's, a body incorporated under the Lloyd's Act 1871, and is used with  
Lloyd's consent.



No. 5169

*Solway* (Ship) of Liverpool, Salter (Master) Tons 1720 gross 1599 net  
 Official No 105327  
 Newcastle N.S.W. for Junin (bale)

Application submitted

22<sup>nd</sup> November 1911

REMARKS.

Member

Subscribers making application

Mr Walter. F. Smith

Interested as Broker for the  
Owners

Owner

J & J Rae & Co  
28 Chapel Street  
Liverpool

Cargo

Coal

2766 Tons Caledonian Coal

Insurance effected at

Mutual Clubs

On Vessel

Lloyds

On Cargo

Latest Account

Sailed from Newcastle  
N.S.W. for Junin on the 21<sup>st</sup>  
June 1911.

Crew:— 22

including Apprentices 4

Number of Days out

From Sailing to last Report  
from Junin }  
30/9/11

101

— do — — do —

From Sailing to 22<sup>nd</sup> Nov 1911

154

— do — 29<sup>th</sup> Nov 1911

161

COMMITTEE'S DECISIONS.

On the Board

22<sup>nd</sup> Nov 1911

Posted Missing

29<sup>th</sup> Nov 1911



Trent 1/3 of Hull, official No 132,211. J Taylor (Master) Tons 530 grt  
240 net  
Middlesboro'-on-Fees for Randers (Denmark)

Application submitted

6<sup>th</sup> December 1911

REMARKS.

Member

Subscribers making application

Mr A D'Aubrumenil

36055  
11Interested as Broker for Insurance  
of Hull

Owner

E. J. Hutchinson  
Hull

Cargo

Salt + Pig Iron

517 Tons Salt  
110 " Pig Iron  
627

Insurance effected at

Lloyds + Companies

On Vessel

On Cargo

Latest Account

Sailed from Middlesboro'-  
on-Fees for Randers (Denmark)  
on the 5<sup>th</sup> Nov<sup>r</sup> 1911

Crew :- 12

Apprentices

Number of Days out

Days

COMMITTEE'S DECISIONS.

From Sailing to last report from		
Randers	26	
— do — — do — 16/12/11.	41	
— do — — do — 21/12/11.	46	
From Sailing to 6 <sup>th</sup> Dec <sup>r</sup> 1911.	31	
— do — " 20 <sup>th</sup> Dec <sup>r</sup> 1911.	45	
— do — " 29 <sup>th</sup> Dec <sup>r</sup> 1911.	54	

Defer for 14 days	6 <sup>th</sup> Dec <sup>r</sup> 1911
On the Board	20 <sup>th</sup> Dec <sup>r</sup> 1911
Posted Missing	29 <sup>th</sup> Dec <sup>r</sup> 1911



No. 3171

Haegholmen 15/ of Haugesund (Norway) Haagenwig (Master)  
 Tons 384 gross 228 net  
 St Yarmouth for St Petersburg  
 via Kiel Canal

Application submitted

6<sup>th</sup> December 1911

REMARKS.

Subscribers making application

Mr. W. H. Sharp

Interested as Broker for Insurance  
of part Cargo

Owner

Mikal Lindöe  
Haugesund  
Norway

Cargo

3101 Barrels Cured Herrings  
(of which 342 Barrels on Deck)

Insurance effected at

Haugesund.

On Vessel

Lloyds

On Cargo

Latest Account

Sailed from St Yarmouth  
for St Petersburg via the Kiel Canal  
on the 4<sup>th</sup> Nov. 1911

HAEGHOLMEN (S). — Haugesund, Nov. 15 —  
 Anxiety is felt for the safety of the Norwegian steamer  
 Haegholmen, which left Yarmouth, Nov. 4, for St.  
 Petersburg and has not yet been reported arrived.  
 — Borsen Halle.

L. L. 21/11/11.

Crew:— 10

Apprentices

Number of Days out

Days

COMMITTEE'S DECISIONS.

From Sailing to last report from  
Kiel 2/12/11.

28

Defer for 14 days

6<sup>th</sup> Decr 1911

— do —

16/12/11.

42

On the Board

20<sup>th</sup> Decr 1911

— do —

24/12/11.

50

From Sailing to 6<sup>th</sup> Decr 1911

32

Posted Missing

29<sup>th</sup> Decr 1911

— do —

20<sup>th</sup> Decr 1911

46

— do —

29<sup>th</sup> Decr 1911

55



Hermann Lerche 1s/ of St Petersburg, Ragel. (Master)  
 Tons 312.6 gross 187.1 net  
 Rotterdam for St Petersburg

Application submitted

13<sup>th</sup> December 1911.

REMARKS.

Members

Subscribers making application

W<sup>r</sup> F. E. Dixon 37469 11.Interested as Broker for Insurance  
of part Hull.

Owner

The Northern Steamship Co. L<sup>td</sup>.  
St Petersburg

Cargo

Sugar, Flour + General

Insurance effected at

Lloyd's + in Germany

On Vessel

Germany

On Cargo

Latest Account

Sailed from Rotterdam  
for St Petersburg on the 4<sup>th</sup> Nov<sup>r</sup>  
1911.

Crew:— 29

Apprentices

Number of Days out

From Sailing to last report from  
St Petersburg 4/12

Days

30

— do —

— do —

From Sailing to 13<sup>th</sup> Dec<sup>r</sup> 1911  
— do — 20<sup>th</sup> Dec<sup>r</sup> 1911.

39

46

COMMITTEE'S DECISIONS.

On the Board

13<sup>th</sup> Dec<sup>r</sup> 1911

Posted Missing

20<sup>th</sup> Dec<sup>r</sup> 1911



No. 3173

Waaland (Ship) of Krageroe (Norway) Aadnesen (Master)  
 London for Christiania  
 Tons 600 gross 547 net

Application submitted

13<sup>th</sup> December 1911

REMARKS.

Subscribers making application

Mr W. J. Barker

Interested as Broker for Insurance  
of Hull

Owner

J Knudsen Graue  
Krageroe  
Norway

Cargo

Coke

Insurance effected at

Lloyds (partly)

On Vessel

Norway

On Cargo

Latest Account Sailed from London  
 for Christiania on the 3<sup>rd</sup> Nov  
 1911

Christiania, Dec. 8.—Advices from Lillesand state that during a gale last month a quantity of wreckage came ashore in that district. It included a small quantity of sawn timber and a lifebuoy, marked "Waaland, Kragero."

WAALAND.—Christiania, Dec. 23.—Anxiety is felt for the safety of the barque Waaland, of Kragero, which left Gravesend Nov. 3 for this port and has not yet been reported arrived. Advices from Farsund state that a nameboard marked "Waaland" has drifted ashore at Tjomestrand, Lister.—Børsen Halle.

L.L. 12/12/11

L.L. 29/12/11

Crew:— //

Apprentices

Number of Days out

From Sailing to last report from	Christiania	37
— do —	— do — 30/12/11	57
— do —	— do — 6/1/12	64
From Sailing to	13 <sup>th</sup> Dec <sup>r</sup> 1911	40
— do —	3 <sup>rd</sup> Jan <sup>r</sup> 1912	61
— do —	10 <sup>th</sup> Jan <sup>r</sup> 1912	68

COMMITTEE'S DECISIONS.

Defer for 21 days	13 <sup>th</sup> Dec <sup>r</sup> 1911
On the Board	3 <sup>rd</sup> Jan <sup>r</sup> 1912
Posted Missing	10 <sup>th</sup> Jan <sup>r</sup> 1912



Einigkeit(Sailing Ship) of Barssel (Germany) J. Hülpert (Master)  
Tons 133 gross 113 net  
Type for Harburg

Application submitted

20<sup>th</sup> December 1911

REMARKS.

Subscribers making application

Northern Marine Ins<sup>co</sup> Ltd.  
Newcastle-on-TyneInterested as Underwriter on  
Cargo

Owner

J. Hülpert (also Captain)

Cargo

Fire Bricks

Insurance effected at

On Vessel

Newcastle-on-Tyne

On Cargo

Latest Account

Sailed from The Tyne  
for Harburg on the 1<sup>st</sup> November  
1911

Crew:—

5

Apprentices

Number of Days out

Days

COMMITTEE'S DECISIONS.

From Sailing to last report from  
Harburg 18/12/11

48

Defer for 9 days

20<sup>th</sup> Dec<sup>r</sup> 1911

— do — 24/12/11

54

On the Board

29<sup>th</sup> Dec<sup>r</sup> 1911

— do — 31/12/11

60

From Sailing to 20<sup>th</sup> Dec<sup>r</sup> 1911

50

Posted Missing

3<sup>rd</sup> Jan<sup>y</sup> 1912— do — 29<sup>th</sup> Dec<sup>r</sup> 1911

59

— do — 3<sup>rd</sup> Jan<sup>y</sup> 1912

64



No. 3175

Magnat(Sailing Ship) of Langesund (Norway), Wenstob, (Master)  
Tons 587 gross 519 net  
London for Christiania

Application submitted

20<sup>th</sup> December 1911

REMARKS.

Subscribers making application

Mr W. L. Barker

Interested as Broker for Insurance  
of part Hull.

Owner

Jacobsen & Co  
Langesund  
Norway

Cargo

Coke

Insurance effected at

Lloyds (partly)

On Vessel

Norway

On Cargo

Latest Account

Sailed from London  
for Christiania on the 29<sup>th</sup> Sept-  
1911

Ostend, Oct. 21.—A large number of planks, 10 bundles of laths marked "A. P. B.," a lifebuoy marked "Magnat, Langesund," a large sail and a broken piece of boom from a Lowestoft vessel have been brought in here by Ostend fishing vessels.

L.L. 25/10/11

MAGNAT.—London, Nov. 7.—The reported arrival at Christiania of the Norwegian barque Magnat is not confirmed. Advices from Christiania, dated Nov. 4, state that it is feared that the vessel foundered during the heavy gale which prevailed two days after she left London.

L.L. 8/11/11

Crew:— 10

Apprentices —

Number of Days out

Days

COMMITTEE'S DECISIONS.

From Sailing to last report from  
Christiania 16/12/11 }  
— do — — do — 23/12/11 }

78

85

On the Board

20<sup>th</sup> Dec<sup>r</sup> 1911

Posted Missing

29<sup>th</sup> Dec<sup>r</sup> 1911

From Sailing to 20<sup>th</sup> Dec<sup>r</sup> 1911  
— do — 29<sup>th</sup> Dec<sup>r</sup> 1911

82

91



Skudesnaes <sup>(Schooner)</sup> ~~(Ship)~~ of Skudesnaes, Norway Nielsen (Master)  
Tons 99 gross 89 net  
Labrador for Gibraltar for orders

Application submitted

29<sup>th</sup> December 1911

REMARKS.

Subscribers making application

Holmwood & Holmwood L<sup>td</sup>Interested as Brokers for  
Insurance of part Cargo

Owner

E. Forkildsen  
Skudesnaes  
Norway

Cargo

Codfish

Insurance effected at

7

On Vessel

Lloyds &amp; St John's (Newfoundland)

On Cargo

Latest Account Sailed from Labrador  
for Gibraltar for orders on the  
30<sup>th</sup> September 1911.

London, Dec. 28.—According to the Christiania  
paper Kysten, the Norwegian schooner Skudesnae  
left American Fickle, Labrador, on Oct. 9 for Gibraltar  
—[By last account in Lloyd's List, the Skudesnae  
sailed from Snug Harbour, Labrador, Sept. 30 for  
Gibraltar.]

L.L. 27/12/11

Crew:— 5

Apprentices — 7

29<sup>th</sup> Dec<sup>r</sup> — Wrote agent Christiania  
asking him to communicate with the  
Owner, as to the above paragraph, and  
to reply by telegram  
3<sup>rd</sup> Jan<sup>y</sup> 1912. Owner cannot confirm

Number of Days out

Days

COMMITTEE'S DECISIONS.

From Sailing to last report from  
Gibraltar 23/12/11 }  
do — do — 29/12 } 84  
89

On the Board

29<sup>th</sup> Dec<sup>r</sup> 1911

Posted Missing

3<sup>rd</sup> Jan<sup>y</sup> 1912

From Sailing to 29<sup>th</sup> Dec<sup>r</sup> 1911 }  
do — 3<sup>rd</sup> Jan<sup>y</sup> 1912 } 90  
95



No. 3177

White Rose 15/ of Liverpool, Official No 131332, Smith (Master)  
Tons 610 gross 256 net  
La Pallice for Liverpool  
(Vr La Rochelle, France)

Application submitted

10<sup>th</sup> January 1912

REMARKS.

Number

~~Subscribers~~

making application

Mr Edmund Deane

Interested as Underwriter & Broker  
for Hull

Owner

Richard Hughes & Co  
17 James Street  
Liverpool

Cargo

Wheat

Insurance effected at

Lloyds &amp; Companies

On Vessel

On Cargo

Latest Account Sailed from La Pallice  
(France) for Liverpool on the 10<sup>th</sup> Decr  
1911, and left La Pallice Roads on  
the 11<sup>th</sup> Decr 1911

Crew:— 11

Apprentices

Number of Days out

From La Pallice Roads to 10/1/12

Days

30

do

17/1/12

37

From Sailing to 10<sup>th</sup> Jan 1912

31

do

17<sup>th</sup> Jan 1912

38

COMMITTEE'S DECISIONS.

On the Board

10<sup>th</sup> Jan 1912

Posted Missing

17<sup>th</sup> Jan 1912

**WHITE ROSE (s).**—London, Dec. 22.—it is feared that the steamer White Rose, from France for home, has foundered with all hands in the Bay of Biscay. The vessel was seen last Friday flying signals of distress, and has not been reported since.—Daily Telegraph.

L.L. 22/12.

—Liverpool, Dec. 22, 11 37 a.m.—Owners have received advices from Receiver of Wreck, Plymouth, this morning, a boat marked White Rose, Liverpool, picked up, afloat, 400 yards north of Redding Point. Now in charge Coastguard Cawsand.

L.L. 23/12.

—Plymouth, Dec. 23, 9 5 a.m.—A boat marked "White Rose—Liverpool," has been picked up in a battered condition in the Sound.

—London, Dec. 26.—The cross Channel steamer Devon on arrival at Plymouth reported that on Saturday she passed between Start Point and the Eddystone a lifeboat painted white, which is thought to have been another of the boats of the Liverpool steamer White Rose.

L.L. 27/12.



*Rap* <sup>181</sup> of Christiania, Gram (Master) Tons 706 gross 405 net  
Newlyn (Cornwall) for Dover

Application submitted

17<sup>th</sup> January 1912

REMARKS.

~~Member~~~~Subscriber~~ making application

Mr. Hugh P. Paul 1465/12

Interested as Broker for Insurance  
of Freight & Disbursements.

Owner

Pedersen & Co  
Christiania

Cargo

Granite

900 Tons

Insurance effected at

Graummen

On Vessel

Lloyd's

} on Freight  
Disbursements

Unknown

On Cargo

Latest Account Sailed from Newlyn  
for Dover on the 9<sup>th</sup> Dec. 1911

Crew:— 14

Apprentices —

Number of Days out

From Sailing to 17<sup>th</sup> Jan<sup>y</sup> 1912

Days

39

— do — 24<sup>th</sup> Jan<sup>y</sup> 1912

46

COMMITTEE'S DECISIONS.

On the Board

17<sup>th</sup> Jan<sup>y</sup> 1912

Posted Missing

24<sup>th</sup> Jan<sup>y</sup> 1912

**RAP** (s).—Cows, Dec. 14, 12 p.m.—Lifebuoy and lifebelt marked Reap (P Rap), of Christiania, and a pigeon-house washed ashore at Shanklin; thought possible connected with whaleboat picked up at Spithead by H.M.S. Liverpool on Tuesday.

London, Dec. 15.—It is feared that the Rap (s), bound from Newlyn to Dover, with a cargo of granite, has been lost with all hands in the Channel. The Rap, a vessel of 706 tons, owned at Christiania, left Newlyn on Saturday and should have reached Dover 36 hours later.—Times.

St. Catherine's Point, Dec. 15, 11 55 a.m.—This morning at 7 a.m. a whale boat was washed ashore under Lloyd's Signal Station, with "Rap" on bows, "Xania" on stern, also a few yards E a lifebelt marked the same. A dead body of a man with lifebelt on with same name on it was found yesterday at Atherfield. Age of man from 55 to 60.

Cows, Dec. 15, noon.—Body washed ashore Atherfield wearing lifebelt marked "Reap (P Rap) Xania." Pilots report loose timber in Channel.

St. Catherine's Point, Dec. 15, 7 2 p.m.—Dead body of merchant seaman washed ashore underneath signal station, presumed one of crew of steamer Rap, of Christiania; age about 24, height 5 ft. 4 in. no marks of identification on body.

Chichester, Dec. 18.—The body of a man fully dressed, with a lifebelt on, marked "Rap Xania," washed ashore about three quarters of a mile E of the entrance to the harbour, yesterday morning.—[See Rap (s).]

L.L. 15/12/11

L.L. 16/12/11

L.L. 19/12/11



No. 3179

Gulf Stream(Sailing Ship) of Glasgow, Official No 89,987, Nicoll  
Tons 1458 Net 1378 (Master)  
Glasgow for Vancouver B.C.

Application submitted

31<sup>st</sup> January 1912

REMARKS.

Member

Subscribers making application

Mr W. H. D. Leslie 3534/12

Interested as Broker for Insurance  
of Hull.

Owner

Thos Law & Co  
123 Hope St  
Glasgow

Cargo

1230 Tons Earthenware Pipes  
600 " Bricks  
300 " Pig Iron

Insurance effected at

Lloyds + Mutual Assns

On Vessel

On Cargo

Latest Account

Sailed from Glasgow  
for Vancouver (B.C.) on the 29<sup>th</sup>  
April 1911, spoken on the 27<sup>th</sup>  
May 1911 - 11 N 25 WSee letter from Thos Law & Co dated  
8<sup>th</sup> Feby 1912, re: posting by the  
20<sup>th</sup> Feby

Crew: - 25

including Apprentices 8

Number of Days out

From Speaking	to	Days
From Speaking	to 31 <sup>st</sup> Jan 1912	249
do	14 <sup>th</sup> Feby 1912	263
do	21 <sup>st</sup> Feby 1912	270
From Sailing	to last report from	256
do	Vancouver 10/1/12	271
do	do 3/1/12	280
From Sailing	to 31 <sup>st</sup> Jan 1912	277
do	14 <sup>th</sup> Feby 1912	291
do	21 <sup>st</sup> Feby 1912	298

COMMITTEE'S DECISIONS.

Defer for 14 days	31 <sup>st</sup> Jan 1912
On the Board	14 <sup>th</sup> Feby 1912
Posted Missing	21 <sup>st</sup> Feby 1912

The Lloyd's mark is owned by Lloyd's, a body incorporated under the Lloyd's Act 1871, and is used with Lloyd's consent.



Belle (Brigantine) of Barrow-in-Furness Official No 65048.  
 Thomas (Master) Tons 196 gross  
 163 net  
 Llanelly for Lowestoft

Application submitted

31<sup>st</sup> January 1912

REMARKS.

Member

Subscribers making application

Mr H. Holman

Interested as Manager of the  
Protection & Indemnity in which  
the vessel is entered.

Owner

James Fisher

Cargo

Coal

Anthracite large making Coal

Insurance effected at

Barrow-in-Furness

On Vessel

Lloyds (believed to be)

On Cargo

Latest Account Sailed from Llanelly  
for Lowestoft on the 11<sup>th</sup> Nov<sup>r</sup> 1911.

Cardiff, Dec. 19.—Information has been received by  
the Gwaunaeagurwen Colliery Company at Swansea  
that the schooner Belle, of Barrow, which sailed from  
Burryport about five weeks ago, for Great Yarmouth,  
has not since been reported.—*South Wales Daily News*.

L.L. 20/12/11

Crew:— 6

Apprentices

Number of Days out

From Sailing to 31<sup>st</sup> Jan<sup>y</sup> 1912.

Days

81

On the Board

31<sup>st</sup> Jan<sup>y</sup> 1912.

— do —

7<sup>th</sup> Feb<sup>y</sup> 1912.

88

Posted Missing

7<sup>th</sup> Feb<sup>y</sup> 1912

COMMITTEE'S DECISIONS.



No. 3181

Wingrove 1st of London Official No 105879. Jaggs, (Master)  
Tons 2806 gross 1819 net  
Plymouth for Port Said

Application submitted

31<sup>st</sup> January 1912

REMARKS.

Member

~~Subscriber~~ making application

Mr F. Y. Finch

Interested as Broker for Insurance  
of part of Hull

Owner

The Egypt Levant Steamship Co. Ld.  
(J. Langdon Rees Ld. (Managers))  
22 Leadenhall St. E.C.

Cargo

3792 Tons Coal  
300 — — Coke

Insurance effected at

London

On Vessel

On Cargo

Latest Account

Sailed from Plymouth  
for Port Said on the 18<sup>th</sup> Decr 1911

Crew:— 23

Apprentices

Number of Days out

Days

From Sailing to last report from  
Port Said 24/1/12 34  
— do — — do — 28/1/12 41

From Sailing to 31<sup>st</sup> Jan 1912 44  
— do — 7<sup>th</sup> Feb 1912 51

COMMITTEE'S DECISIONS.

On the Board 31<sup>st</sup> Jan 1912  
Posted Missing 7<sup>th</sup> Feb 1912



Arkansas (Schooner) of Lunenburg (N.S.) Official No 116499  
 Desjardaux (Master) Tons 123 gross  
 Grand Bank (N.F.) for Gibraltar 98 net

Application submitted

7<sup>th</sup> February 1912

REMARKS.

Subscribers making application

Holmwood & Holmwood L<sup>td</sup>Interested as Brokers for the  
Insurance of Cargo

Owner

Samuel Harris  
Grand Bank  
Newfoundland.

Cargo

2875 Quintals Codfish

Insurance effected at

Grand Bank Mutual Marine  
Ins<sup>co</sup>

On Vessel

Lloyds'

On Cargo

Latest Account

Sailed from Grand Bank  
(N.F.) for Gibraltar on the 6<sup>th</sup>  
Nov<sup>r</sup> 1911

Crew:— 6

Apprentices —

Number of Days out

Days

COMMITTEE'S DECISIONS.

From Sailing to last report from  
Gibraltar 1/2/12

87

On the Board

7<sup>th</sup> Feby 1912

— do —

— do — 8/2/12

94

Posted Missing

14<sup>th</sup> Feby 1912From Sailing to 7<sup>th</sup> Feby 1912.

93

— do —

14<sup>th</sup> Feby 1912.

100



No. 3183

Ville d'Alger of Algiers, G. Durand (Master) Tons 1544 gross,  
958 net  
Cardiff for Oran

Application submitted

14<sup>th</sup> February 1912

REMARKS.

Subscribers making application

Northern Maritime Ins<sup>co</sup> & Co  
Newcastle-on-TyneInterested as Underwriters of  
Cargo

Owner

Prosper Durand  
Algiers

Cargo

1990 Tons Coal

Insurance effected at

On Vessel

Newcastle-on-Tyne

On Cargo

Latest Account Failed from Cardiff  
for Oran on the 19<sup>th</sup> Dec<sup>r</sup> 1911

VILLE D'ALGER (s).—Jersey, Jan. 13.—Picked up in St. Ouen's Bay, Jersey, on Jan. 6, a life buoy with the following writing in black:—"Ville d'Alger, Alger."

L. L. 14/1/12

VILLE D'ALGER (s).—London, Jan. 19.—Wreckage from the French steamer Ville d'Alger, which left Cardiff on Dec. 19 for Oran, has been found near Cartaret (France).

L. L. 20/1/12

VILLE D'ALGER (s).—Cherbourg, Jan. 30.—A lifebuoy, coming from the steamer Ville d'Alger, and some empty casks were found on the seashore at Surtainville near Carteret.—[See issues of Jan. 18 and 25.]

L. L. 1/2/12

Crew:— 25

including Apprentices 2

Number of Days out

Days

From Sailing to last report from  
Oran 10/2/12 53  
— do — — do 11/2/12 60

From Sailing to 14<sup>th</sup> Feby 1912 57  
— do — 21<sup>st</sup> Feby 1912 64

COMMITTEE'S DECISIONS.

On the Board 14<sup>th</sup> Feby 1912Posted Missing 21<sup>st</sup> Feby 1912



Amana

of Liverpool, Official No 105,324, Cone. (Master)  
 Tons 3412 gross 2161 net  
 Leith for Philadelphia

Application submitted

14<sup>th</sup> February 1912.

REMARKS.

Member

~~Subscriber~~ making application

Mr. H. Worsley  
 (Willis Faber & Co)

Interested as Broker for Insurance  
 of Hull.

Owner

Furness Withy &amp; Co.

Cargo

General

Insurance effected at

London

On Vessel

On Cargo

Latest Account

Tailed from Leith  
 for Philadelphia on the 1<sup>st</sup> Decr  
 1911

Crew:— 31

including Apprentices 2

Number of Days out

Days

COMMITTEE'S DECISIONS.

From Sailing to last report from  
 (Philadelphia)  
 12/24/12  
 9/4/12

63

70

On the Board

14<sup>th</sup> Feb 1912

Posted Missing

21<sup>st</sup> Feb 1912

From Sailing to 14<sup>th</sup> Feb 1912  
 — do — 21<sup>st</sup> Feb 1912

75

82



No. 3185

Mermaid (Ketch) of Jersey. Official No. 55305, Richmond (Master),  
 Tons 59  
 Depart (Fife) for Portrieux (France)

Application submitted

21<sup>st</sup> February 1912.

REMARKS.

Subscribers making application

The Maritime Insurance Co. Ltd.  
LiverpoolInterested as Underwriters on  
Cargo

Owner

J. J. Grant  
Jersey

Cargo

110 Tons Coal

110 Tons Depart Roselyn Hartley  
Coal

Insurance effected at

On Vessel

Liverpool

On Cargo

Latest Account

Sailed from Depart  
(Fife) for Portrieux (France)  
on the 28<sup>th</sup> September 1911.

Ventnor, Oct. 21.—An oak, made of white deal, was  
 picked up here to-day. The words "Mermaid J. Y.,"  
 presumed meaning "Mermaid, Jersey," were burnt in.

L. L. 23<sup>rd</sup> Oct 1911

Crew:—

Apprentices

Number of Days out

COMMITTEE'S DECISIONS.

From Sailing to last report from

Portrieux

141

On the Board

21<sup>st</sup> Feb 1912

— do —

— do —

148

Posted Missing

28<sup>th</sup> Feb 1912From Sailing to 21<sup>st</sup> Feb 1912

146

— do —

28<sup>th</sup> Feb 1912.

153



*Genoa* 1<sup>st</sup> of Hull, Official No 97525. Westcott, (Master)  
Tons 1942 gross 1233 net  
Blyth for Riga

Application submitted

28<sup>th</sup> February 1912

REMARKS.

Subscribers making application

Mr J. E. Bott

Interested as Broker for  
Insurance of part Hull.

Owner

Thos Wilson Sons & Co<sup>d</sup>  
Hull

Cargo

2650 Tons 9 cwt Coal

903 Tons 11 cwt Bedlington Coal 6<sup>d</sup> Small  
1746 " 18 " Cowpen Coal 6<sup>d</sup> —"  
2650 " 9 "

Insurance effected at

London £5000  
Valued at £10,000

On Vessel

London

On Cargo

Latest Account Sailed from Blyth  
for Riga on the 15<sup>th</sup> Jan<sup>y</sup> 1912.

GENOA (s).—London, Jan. 29.—The Wilson liner Genoa, from Blyth to Riga, is seven days overdue. The Genoa left Blyth on January 15, and should have made the voyage in six days. The owners are of opinion that she has got among the ice. Advices from Elsinore state that the vessel has not been seen to pass that point.—Daily Mail.

London, Jan. 29.—The owners are informed by the Receiver of Wreck, Berwick-on-Tweed, that 3 lifebuoys marked "Genoa, Hull," 6 lifebelts marked "Wilson Line, Hull," hatches, etc., have been washed up between Berwick-on-Tweed and Holy Island.—[See London under "Derelicts and Wreckage."]

London, Jan. 29.—Large quantities of wreckage are being washed ashore on the Berwick coast between Burnmouth and Holy Island. The wreckage includes several lifebelts marked "Wilson Line Hull," three lifebuoys marked "Genoa Hull," one lifebelt marked "Venus Flensburg" as well as several unmarked lifebelts, ships locker and a number of hatches.—Press Association.

Crew:— 22

Apprentices —

Number of Days out

Days

COMMITTEE'S DECISIONS.

From Sailing to last report from  
Riga 28<sup>th</sup> Feb<sup>y</sup> 1912  
— do — — do — 1/3/12

36

46

On the Board

28<sup>th</sup> Feb<sup>y</sup> 1912

Posted Missing

6<sup>th</sup> March 1912

From Sailing to 28<sup>th</sup> Feb<sup>y</sup> 1912  
— do — 6<sup>th</sup> March 1912

44

51



No. 3187

Archtor

of London, Official No 106402, Saunders (Master)  
Tons 3414 gross 2193 net  
Norfolk (va) for Rotterdam

Application submitted

28<sup>th</sup> February 1912.

REMARKS.

Member

Subscribers making application

Mr R. H. Holman

Interested as Managing Owner

Owner

R. H. Holman  
1 Lloyd's Avenue  
EC

Cargo

4459½ Tons Phosphate Rock  
Rosin, Wool, Timber Logs etc

Insurance effected at

Lloyds &amp; Companies

On Vessel

On Cargo

A reply dated 29<sup>th</sup> Feby 1912, from  
the Owner states, that the Cargo  
on deck, consisted of, 192 poplar  
logs + 71 ash logs weighing about  
535 Tons. 249½ Tons

Latest Account

Sailed from Norfolk (va)  
for Rotterdam on the 2<sup>nd</sup> Jan'y 1912.  
+ passed Cape Henry on the 3<sup>rd</sup> Jan'y 1912.

Crew:— 24.

Apprentices

Number of Days out

Days

COMMITTEE'S DECISIONS.

From Sailing to last report from

Rotterdam

Defer for 1 Week

28<sup>th</sup> Feby 1912

do

do

On the Board

6<sup>th</sup> March 1912From Sailing to 28<sup>th</sup> Feby 1912

do

6<sup>th</sup> March 1912

Posted Missing

13<sup>th</sup> March 1912

do

13<sup>th</sup> March 1912From passing Cape Henry to 28<sup>th</sup> Feb 1912

do

6<sup>th</sup> Mch 1912

do

13<sup>th</sup> Mch 1912

The Lloyd's mark is owned by Lloyd's, a body incorporated under the Lloyd's Act 1871, and is used with  
Lloyd's consent.



Sarah Jane (Schooner) of Bridgwater Official No 29225  
Baker (Master) 58 Tons  
Newlyn for Waterford

Application submitted

6<sup>th</sup> March 1913

REMARKS.

Member &amp;

Subscribers making application

Mr R. A. Russell

&amp; Mr W. J. A. Radford

Interested as Broker for Insurance  
of Freight & Outfit.  
Interested as Broker for Insurance  
of Cargo

Owner

W. Holding  
Bridgwater

Cargo

Manure

Insurance effected at

Lloyds &amp; Bridgwater

On Vessel

Lloyds

On Cargo

Latest Account

Sailed from Newlyn  
on the 30<sup>th</sup> January 1912

London, Feb. 27.—Sarah Jane, Ipswich to Water-  
ford, with manure: The owner of this vessel states that  
he has not heard of her since she left Newlyn on  
Jan. 30.

LL 27/2/12

Crew:— 4

Apprentices

Number of Days out

From Sailing to 6<sup>th</sup> March 1912

Days

36

Defer for 14 days

COMMITTEE'S DECISIONS.

6<sup>th</sup> March 1912— do — 20<sup>th</sup> March 1912

50

On the Board

20<sup>th</sup> March 1912— do — 27<sup>th</sup> March 1912

57

Posted Missing

27<sup>th</sup> March 1912



No. 3189

Sappho (Schooner) of Padstow. Official No 58375, Dixon (Master)  
Tons 188 gross 145 net  
Depart (Sifo) for Plymouth

Application submitted

13<sup>th</sup> March 1912.

REMARKS.

~~Member~~

Subscribers making application

Mr. R. W. Vick Jr

Interested as Broker for Shippers  
of Cargo

Owner

E. Stephens  
Fowey  
Cornwall

Cargo

Coal

280 Tons Roselyn Steam Coal.

Insurance effected at

On Vessel

Glasgow

On Cargo

Latest Account

Sailed from Dypart (Sifo)  
for Plymouth on the 9<sup>th</sup> Jan  
1912.

Crew:— 6

Apprentices

Number of Days out

From Sailing to 13<sup>th</sup> Mch 1912

COMMITTEE'S DECISIONS.

On the Board

13<sup>th</sup> March 1912do — 20<sup>th</sup> March 1912.

Posted Missing

20<sup>th</sup> March 1912



Okahandja <sup>15/</sup> of Stettin, Peemüller (Master) Tons 3429 gross  
2208 net  
Oran for Hamburg

Application submitted

13<sup>th</sup> March 1912

REMARKS.

Subscribers making application

The Maritime Insurance Co<sup>ld</sup>  
LiverpoolInterested as Underwriters on  
Cargo

Owner

Emil. A. Rehlaff,  
Stettin  
Germany

Cargo

Grain

Insurance effected at

On Vessel

Liverpool

On Cargo

Latest Account Sailed from Oran on  
the 6<sup>th</sup> December 1911 for HamburgOn a Voyage from Kherson for Hamburg  
Sailed from Kherson 22<sup>nd</sup> Nov<sup>r</sup> 1911

Crew:—

Apprentices

Approximately 23

Number of Days out

From Sailing to 13<sup>th</sup> Mch 1912

Days

98

— do — 20<sup>th</sup> March 1912

106

COMMITTEE'S DECISIONS.

On the Board

13<sup>th</sup> March 1912

Posted Missing

20<sup>th</sup> March 1912

Scilly, Feb. 21, noon.—Part of boat's keel and boat's backboard marked "Okahandja" picked up at Scilly 20th inst., also a piece of teak apparently part of deck house marked "Ville d'Alger" was picked up at Scilly on 6th inst.—[Memo: The Okahandja (German steamer), bound from Kherson for Hamburg sailed from Oran on Dec. 6 last, and the Ville d'Alger (French steamer) sailed from Cardiff on Dec. 19 bound for Algiers].

Nantes, March 2.—A circular lifebuoy painted red and marked "Okahandja, Stettin," was picked up, Jan. 15, three miles off Taillefer Point, Belle Ile Strait. The following wreckage, which would appear to have come from that vessel, was picked up in December and January on the coast of Belle Ile and within a radius of three miles from the coast:—Planks marked MVD, PM, GRAS, ISTAD; 1 wooden case holding 2 zinc cases each containing 25 kilos paint and marked "Kass, Farlen, Glasuren Black Fabrik Rosenweig et Baumann KGL Hof Kessel Berlin Munschen Wien Moscon Paris Genova Fabrique de Peintures Freikag et Cie 155 Rue du Faubourg St. Antoine Paris"; 1 cask containing 50 litres varnish, bearing part of the above marks; 1 case containing 12 bottles marked "Liq. Ammonia C.T. et Co. 1424 Buenos Ayres"; 1 drum 45 litres of oil of turpentine, marked "on deck"; 1 derrick, painted white, 8.40 metres long; 1 drum 50 litres of collodion; portions of a clincher-built boat with piece of a plate marked PH 17, and a black notice-board, 1.30 metres by 0.75 metres, bearing in white the notice "Beware of propellers" and some characters, supposed Chinese.



No. 3191

Orla (Sailing Ship) of Hamburg, Ringleben, (Master) Tons 1947 gross  
1829 net  
Newcastle N.S.W for Coquimbo

Application submitted

27<sup>th</sup> March 1912

REMARKS.

Member:

Subscribers making application

Mr. L. Hammond

Interested as Broker for Insurance  
of Cargo

Owner

Rhederei Aktien-Gesellschaft  
von 1896  
Hamburg

Cargo

Coal

3024 Tons Aberdare Coal.

Insurance effected at

Hamburg

On Vessel

Lloyds

On Cargo

Latest Account

Sailed from Newcastle  
for Coquimbo on the 16<sup>th</sup> October  
1911.

Crew:— 23

Apprentices 2.

Number of Days out

Days

COMMITTEE'S DECISIONS.

From Sailing to last report from  
Coquimbo 30.1.12

On the Board

27<sup>th</sup> March 1912

Posted Missing

3<sup>rd</sup> April 1912

From Sailing to 27<sup>th</sup> March 1912  
— do — 3<sup>rd</sup> April 1912

168

170



Maroa 1s/ of Liverpool, Official No 102,134. Adams (Master)  
Tons 6802 gross 4451 net  
Cardiff, for Colombo

Application submitted

3<sup>rd</sup> April 1912.

REMARKS.

Member

Subscribers making application

Mr J. H. Morrison  
(Fyper & Co)Interested as Broker for Insurance  
of Hull

Owner

Chas. A. Adams  
432 Tower Building  
Liverpool

Cargo

Coal

8122 Tons Coal  
(Dowlais + Cambrian large steam  
Coal)

Insurance effected at

London, Liverpool,  
+ on the Continent -

On Vessel

London

On Cargo

A letter from the Owner dated 4<sup>th</sup> Apr  
states - "according to Charter Party  
this steamer had to proceed via the  
Suez Canal"

Latest Account Sailed from Cardiff  
for Colombo on the 7<sup>th</sup> Feb 1912  
and <sup>presumed seen</sup> was spoken by the S.S. Wagner  
40 miles N.W. of Cape Trafalgar on  
the 16<sup>th</sup> Feb 1912.

London, March 6. - In reply to enquiry the owner  
writes that cables received from Port Said stated that  
the Wagner passed Feb. 16 steamer presumed Maroa  
40 miles NW of Cape Trafalgar. Wagner reports fine  
weather Bay Biscay Port Said and further reports  
Maroa steaming seven to eight knots.

L.L. 6/3/12

Crew: - 80 (14 Europeans + 66 Lascars)  
Apprentices -

Number of Days out

Days

COMMITTEE'S DECISIONS.

From speaking 16<sup>th</sup> Apr to 3<sup>rd</sup> April 1912.

47

Defer for 1 Week

3<sup>rd</sup> April 1912do 10<sup>th</sup> April 1912

54

do 17<sup>th</sup> April 1912

61

On the Board

10<sup>th</sup> April 1912From sailing to 3<sup>rd</sup> April 1912.

56

Posted Missing

17<sup>th</sup> April 1912do 10<sup>th</sup> April 1912

63

do 17<sup>th</sup> April 1912

70



No. 3193

Vanadis1st of Bergen, O. Berentsen, (Master) Tons 2945 gross 1903 net  
Tyne for Porto Vecchio di Piombino

Application submitted

3<sup>rd</sup> April 1912

REMARKS.

member

Subscribers making application

Mr B. A. Glauwill

Interested as Insurance Broker  
for Cargo

Owner

J. Berentsen, Bergen  
Chr Michelsen & Co. — do —  
(Managing Owners)

Cargo

Coal

3938 Tons Coal.  
+ 600 Tons of Bunkers

Insurance effected at

Bergen

On Vessel

Liverpool

On Cargo

Latest Account

Sailed from the Tyne  
for Porto Vecchio di Piombino on the  
15<sup>th</sup> Decr 1911 + passed Ushant on  
the 19<sup>th</sup> Decr 1911Kerity-Pennarch, Jan. 13.—For the last two days the  
sea has been covered with wreckage of all sorts: boards,  
planks, empty casks, &c. A lifebuoy marked "Vanadis,  
Bergen," has been found off the coast. Portions of  
whale-boats, painted green, with copper bolts, bearing  
no marks, have been found amongst the reefs.Christiana, Jan. 18.—A lifeboat marked "Vanadis"  
has washed ashore on the island of Ushant.—[Re-

L.L. 15/1/12

Crew:— 25

Apprentices

Number of Days out

Days

COMMITTEE'S DECISIONS

From Sailing to last report from	{ Porto Vecchio di Piombino 29/3/12	104
— do — — do —		
From passing Ushant 19/12/11 to 3 <sup>rd</sup> April		106
— do — — 10 <sup>th</sup> April		113
From Sailing to 3 <sup>rd</sup> April 1912		110
— do — — 10 <sup>th</sup> " "		117

On the Board

3<sup>rd</sup> April 1912

Posted Missing

10<sup>th</sup> April 1912



Hannover (Steam Trawler) of Bremerhaven, Looko, (Master)  
Tons 158 gross 43 net  
Bremerhaven for North Sea Fishing Grounds

Application submitted

17<sup>th</sup> April 1912

REMARKS.

Subscribers making application

Mess<sup>rs</sup> Mote Mearius & CoInterested as Brokers for Insurance  
of part Hull.

Owner

Hochseefischerei Bremerhaven  
Aktien Gesellschaft  
Bremerhaven

Cargo

Insurance effected at

London + Bremen

On Vessel

On Cargo

Latest Account

Sailed from Bremerhaven  
for North Sea Fishing Grounds on  
the 11<sup>th</sup> January 1912. + was <sup>last seen</sup> spoken by  
the steam trawler Berlin on the 13<sup>th</sup>  
January in lat 59.20 N, long 2 E

**HANOVER** (s).—Bremerhaven, Feb. 2.—Anxiety  
is felt for the safety of the German steam trawler  
Hanover, which left on a fishing voyage, Jan. 11, and  
has not since returned. The trip is usually completed  
in 10 to 12 days.—Borsen Halle.

LL 6/2/12

Crew:— 10

Apprentices —

Number of Days out

From Speaking to 17<sup>th</sup> April 1912  
do — 24<sup>th</sup> — 1912

Days

95

102

From Sailing to 17<sup>th</sup> April 1912  
do — 24<sup>th</sup> — 1912

97

104

COMMITTEE'S DECISIONS.

On the Board

17<sup>th</sup> April 1912

Posted Missing

24<sup>th</sup> April 1912



No. 3195

Koombana <sup>1st</sup> of Adelaide, Official No 122,725, Allen (master)  
 Tons 3668 gross 2182 net  
 Port Hedland (W.A.) for Broome (W.A.)

Application submitted

17<sup>th</sup> April 1912

REMARKS.

Subscribers making application

F. H. Walsham

Interested as Broker for Insurance  
of Hull & Machinery

Owner

The Adelaide Steamship Co. Ltd.

Cargo

General

Insurance effected at

Lloyds &amp; Companies

On Vessel

On Cargo

Latest Account

Sailed from Port Hedland  
 (W.A.) for Broome (W.A.) on the 21<sup>st</sup>  
 March 1912

Crew:-

77

Apprentices

48 Passengers

Number of Days out

From Sailing to 17<sup>th</sup> April 1912

Days

27

— do —

1<sup>st</sup> May 1912

27

— do —

8<sup>th</sup> May 1912

48

COMMITTEE'S DECISIONS.

Defer for 14 days

17<sup>th</sup> April 1912

On the Board

1<sup>st</sup> May 1912

Posted Missing

8<sup>th</sup> May 1912

Broome (Western Australia), March 24, 6 p.m.—  
 Koombana (s), from Port Hedland to Broome is three  
 days overdue. Severe storms on the coast.

L.L. 25/3/12.

Perth, W.A., March 24.—A disastrous typhoon is  
 reported from the north-west coast. It lasted from  
 Wednesday until Friday last and extended far inland.  
 Many vessels were dashed to pieces on the rocks.

Broome (W.A.), March 26, 12 30 p.m.—Koombana (s)  
 has not arrived. We have no tidings of her.—Lloyd's  
 Agents.

London, March 26.—Following Cable received from  
 the owners of Koombana (s): Hurricane North-west  
 Australian Coast. Steamer Bullarra reached Cossack  
 damaged condition. Koombana 5 days overdue Broome  
 from Port Hedland. Several steamers and sailing craft  
 searching.

L.L. 26/3/12.

Perth (W.A.), March 26.—The telegraphs on the  
 north-west coast have not yet been restored since the  
 disastrous typhoon last week. A number of luggers  
 are still missing. The report that the inter-State  
 steamer Koombana, with 50 passengers, was safe is  
 erroneous. She is now five days overdue at Broome  
 from Port Hedland. The journey usually occupies a  
 day.—*Reuter*.

KOOMBANA (s).—Racburn (W.A.), March 27,  
 2 50 p.m.—Koombana (s) sailed on March 20  
 Headland for Broome, has not arrived and anxiety is  
 felt for her safety. Hurricane.

L.L. 27/3/12.

Perth (W.A.), March 27.—  
 There is still no news of the Koombana (s), now six  
 days overdue at Broome from Port Hedland, a one-  
 day's journey. She carried 48 passengers and 77  
 officers and crew.—*Reuter*.

Perth (W.A.), March 27,  
 6 p.m.—Koombana (s) missing, six days out.

KOOMBANA (s).—Perth (W.A.), March 31.—A  
 search of the coast and islands has revealed no trace of  
 the steamer Koombana, which has been missing since  
 the recent typhoon.—*Reuter*.

L.L. 1/4/12.

KOOMBANA (s).—Singapore, April 1.—The  
 Montoro (s), which has just reached here, spoke the  
 Koombana (s) on March 21, to the north west of  
 Australia.

L.L. 2/4/12

KOOMBANA (s).—Perth (W.A.), April 3.—A  
 portion of the steamer Koombana and some wreckage  
 have been found. It is feared that the passengers and  
 crew, numbering 130, have been lost.—*Reuter*.

L.L. 3/4/12.

KOOMBANA.—Perth (W.A.), April 3.—The  
 Agent-General for Western Australia has received the  
 following telegram re Koombana (s): Wreckage found  
 at Bedout Island, saloon door, smoking-room settee,  
 &c. Moxon, agent Adelaide Steamship Company  
 (owners of Koombana) satisfied they belonged  
 to Koombana.

L.L. 4/4/12



Mountoswald

1st of Newcastle, Official No 110,347  
 Standard, Master Tons gross 3224  
 Net 2079

Baltimore for Hamburg

Application submitted

24<sup>th</sup> April 1912

REMARKS.

Member

Subscribers making application

W<sup>r</sup> W. A. StephensInterested as Broker for Insurance  
of Hull.

Owner

Lunn + Maccoy  
Newcastle-on-Tyne

Cargo

3247 Tons Maize in bulk  
+ 1300 Tons Flour Cotton &c.The Owners state that the Deck  
Cargo consisted of.333 Walnut logs  
+ 12 Cherry logs

approximate weight 180 Tons

Insurance effected at

Lloyds + London  
Liverpool Companies } On VesselLondon, Liverpool  
+ Elsewhere } On CargoLatest Account Sailed from Baltimore  
for Hamburg on the 20<sup>th</sup> Feby  
1912 + passed Cape Henry on the  
22<sup>nd</sup> Feby 1912.

Cargo

3247 Tons Maize in bulk  
 1727 Bags Brewets Grain about 90 Tons  
 3134 " Flour " 240 "  
 1100 " Flax Screenings " 50 "  
 4640 " Hominy Seed " 300 "  
 700 Bales Cotton " 140 "  
 Lumber " 200 "

together with other small parcels aggregating  
a weight apart from Maize of about 1300 Tons

Crew:— 24.

including Apprentices 2

Number of Days out

Days

From passing Cape Henry  
to 24<sup>th</sup> April 1912 } 62  
 — do — 1<sup>st</sup> May 1912. } 69

From Sailing to 24<sup>th</sup> April 1912 } 64  
 — do — 1<sup>st</sup> May 1912 } 71

COMMITTEE'S DECISIONS.

On the Board 24<sup>th</sup> April 1912.Posted Missing 1<sup>st</sup> May 1912



No. 3197

Vista Alegre1/31 of Santos, Strut (Master) Tons 248 gross  
135 net

Cardiff for Santos

Application submitted

24<sup>th</sup> April 1912.

REMARKS.

Subscribers making application

J. G. Glanville &amp; Co

Interested as Broker for Insurance  
of Hull.

Owner

Cia Paulista de Madeiras  
Knowles & Foster (Agents)

Cargo

Coal

85 <sup>5</sup>/<sub>20</sub> Tons Ocean Merthyr large washed nuts  
97 <sup>14</sup>/<sub>20</sub> " Newport Abercrom Black Vein — do —  
182 <sup>19</sup>/<sub>20</sub>

Insurance effected at

Lloyds &amp; Companies

On Vessel

Lloyds

On Cargo

Latest Account

Sailed from Cardiff  
for Santos on the 26<sup>th</sup> Jan<sup>y</sup> 1912Penzance, March 13, 4 42 p.m. — Landed at Newlyn  
by fishing steamer yesterday afternoon, a ship's boat,  
16 feet long, marked "Vista Alegre Santos," found  
floating about 25 miles W by N of Longships. . . .

L.L. 14/3/12.

Crew:—

6

+ 1 Stewardess

Apprentices

Number of Days out

Days

From Sailing to last report from

Santos

66

do

do

1/3

From Sailing to 24<sup>th</sup> April 1912.

89

do

1<sup>st</sup> May 1912

96

COMMITTEE'S DECISIONS.

On the Board

24<sup>th</sup> April 1912

Posted Missing

1<sup>st</sup> May 1912



Erna 13/ (Unregistered British Vessel) Linklater (Master)  
Tons 3476 gross 2173 net  
Clyde for St John's (N.Z.)

Application submitted

1<sup>st</sup> May 1912

REMARKS.

Subscribers making application

Holmwood & Holmwood L<sup>rd</sup>Interested as Broker for Insurance  
of Hull

Owner

Murray & Crawford L<sup>rd</sup>  
12 College Street  
Glasgow

Cargo

Water ballast  
+ 2438 Tons 3 cwt bunker Coal

831 Tons 1 cwt Polmaise Navigation  
191 " Greenfield's Misc Bunker Coal  
705 " 8 cwt Aitken Navigation  
710 " 14 cwt Blackhill  
2438 " 3 " Total

Insurance effected at

London

On Vessel

Glasgow

On Cargo

Latest Account Tailed from the Clyde  
for St John's (N.Z.) on the 28<sup>th</sup> Feby  
1912 & passed Kildonan the same  
day.

Crew:- 39

Apprentices

Number of Days out

Days

From Sailing to last report from  
St John's  
13/4/12  
do do do 20/4/12

45

52

From Sailing to 1<sup>st</sup> May 1912  
do do 8<sup>th</sup> May 1912

63

70

COMMITTEE'S DECISIONS.

On the Board

1<sup>st</sup> May 1912

Posted Missing

8<sup>th</sup> May 1912



No. 3199

Grace(Brigantine) of St John's (N.Z.) Official No 87131, W Fitzgerald (Master)  
Tons 147 gross 128 net  
St Michael's (Azores) for St John's (N.Z.)

Application submitted

1<sup>st</sup> May 1912.

REMARKS.

Subscribers making application

Eugene A. White

Interested as Broker for Insurance  
of Freight

Owner

A. Goodridge & Sons Ltd  
St John's (N.Z.)

Cargo

Salt

Insurance effected at

On Vessel

Lloyds

On Cargo  
+ FreightLatest Account Sailed from St Michael  
(Azores) for St John's (N.Z.) on the  
1<sup>st</sup> January 1912.RACE. — St. Michael's, Jan. 3.—The British  
brigantine Grace, which put in here with pumps  
choked, and short of provisions, effected repairs and  
proceeded Jan. 1.

Crew:— 8

Apprentices

Number of Days out

Days

COMMITTEE'S DECISIONS.

From Sailing to last report from	St John's	103
— do —	— do — 13/4/12	117
— do —	— do — 27/4/12	124
From Sailing to	1 <sup>st</sup> May 1912	124
— do —	15 <sup>th</sup> May 1912	135
— do —	22 <sup>nd</sup> May 1912	142

Defer for 14 days

1<sup>st</sup> May 1912

On the Board

15<sup>th</sup> May 1912

Posted Missing

22<sup>nd</sup> May 1912



Beatrice(Bugautine) of St Johns (N.Z.) Official No 114032, J. Fitzgerald (Master)  
Tons 128 gross 99 net

Cadiz for Carbonear (N.Z.)

Application submitted

1<sup>st</sup> May 1912

REMARKS:

Subscribers making application

Eugene A White

Interested as Broker for Insurance  
of Hull

Owner

John Rorke & Sons  
C F Bennett & Co (Agents)

Cargo

Salt

In addition to the salt she carried  
a small shipment of Corkwood  
& Wine

Insurance effected at

Lloyds'

On Vessel

Lloyds'

On Cargo

Latest Account Sailed from Cadiz  
for Carbonear (N.Z.) on the 23<sup>rd</sup>  
December 1911

Crew:- 8

Apprentices

Number of Days out

Days

COMMITTEE'S DECISIONS.

From Sailing to last report from  
St Johns

112

Defer for 14 days

1<sup>st</sup> May 1912

— do —

— do —

126

On the Board

15<sup>th</sup> May 1912

— do —

— do —

133

From Sailing to 1<sup>st</sup> May 1912

130

Posted Missing

22<sup>nd</sup> May 1912

— do —

15<sup>th</sup> May 1912

144

— do —

22<sup>nd</sup> May 1912

151



No. 3201.

Reliance(Sch<sup>r</sup>) of St Johns (N.Z) Official No 107959, Brown (Master)

Tons 96

Naples for Catalina (N.Z)

Application submitted

1<sup>st</sup> May 1912.

REMARKS.

Subscribers making application

Holmwood & Holmwood L<sup>rs</sup>Interested as Broker for insurance  
of Hull

Owner

Philip Templeman  
St Johns (N.Z)

Cargo

90 Tons Ballast

Insurance effected at

Lloyds'

On Vessel

On Cargo

Latest Account

Sailed from Naples  
for Catalina (N.Z) on the 11<sup>th</sup>  
November 1911

Crew:—

including Apprentices /

Number of Days out

Days

COMMITTEE'S DECISIONS.

From Sailing to last report from

St Johns

Defer for 14 days

1<sup>st</sup> May 1912

— do —

do 27/4/12

154

On the Board

15<sup>th</sup> May 1912

— do —

do 4/5/12

175

From Sailing to 1<sup>st</sup> May 1912

172

Posted Missing

22<sup>nd</sup> May 1912

— do —

15<sup>th</sup> May 1912

186

— do —

22<sup>nd</sup> May 1912

190



Pollux (Steam Trawler) of Geestmunde, Baldauf (Master)  
Tons 214 gross 60 net  
Geestmunde for Fishing places near Iceland

Application submitted

1<sup>st</sup> May 1912

REMARKS.

Members

~~Subscribers~~

making application

Mr J. H. Morrison  
(Super H<sup>o</sup>)Interested as Broker for  
Insurance of Hull

Owner

Norddeutsche Hochseefischerei A. G.  
Geestmunde

Cargo

Insurance effected at

Lloyds' Companies

On Vessel

On Cargo

Latest Account Sailed from Geestmunde  
for Fishing places near Iceland on the  
14<sup>th</sup> February 1912 & was last seen by  
the Steam Trawler "Greif" on the 1<sup>st</sup> March  
1912

**POLLUX (s).**—Geestmunde, March 18.—Anxiety is  
felt for the safety of the steam trawler Pollux, of  
Geestmunde, which left this port Feb. 14, on a fishing  
cruise to Iceland, and was last seen off there, March 2.  
—Borsen Halle.

L. L. 20/3/12

Crew:— 13

Apprentices

Number of Days out

Days

COMMITTEE'S DECISIONS.

From date last seen to 1<sup>st</sup> May 1912.  
— do — 8<sup>th</sup> May 1912.

61

68

On the Board

1<sup>st</sup> May 1912

From Sailing to 1<sup>st</sup> May 1912.  
— do — 8<sup>th</sup> May 1912

77

84

Posted Missing

8<sup>th</sup> May 1912



No. 3203

Dorothy Louise (Schooner) of Shelburne (N.S.) Official No. 126662  
 Hiscock, (Master) Tons gross 1574  
 Leixoes (Portugal) for Grand Bank (N.Z.) Net 125.

Application submitted

8<sup>th</sup> May 1912.

REMARKS.

Subscribers making application

Holmwood & Holmwood L<sup>rs</sup>Interested as Brokers for Insurance  
of Hull.

Owner

George C. Harris  
Grand Bank (N.Z.)

Cargo

110 Tons Sand Ballast

Insurance effected at

Lloyds

On Vessel

On Cargo

Latest Account

Sailed from Leixoes  
(Portugal) for Grand Bank on  
the 23<sup>rd</sup> November 1911.

**DOROTHY LOUISE.**—London, March 11.—In  
reply to inquiry for latest news of the British schooner  
Dorothy Louise, which vessel left Leixoes Nov. 23  
for Newfoundland, the owners write from Grand Bank  
Feb. 10, that they have received no news of the vessel  
since leaving Leixoes and have given her up as lost  
with all hands.

L.L. 11/3/12

Crew:—

6

Apprentices

Number of Days out

Days

COMMITTEE'S DECISIONS.

From Sailing to last report from	Grand Bank	149
— do —	— do — 20/4/12	156
— do —	— do — 27/4/12	163
From Sailing to	8 <sup>th</sup> May 1912	167
— do —	15 <sup>th</sup> May 1912	174
— do —	22 <sup>nd</sup> May 1912	181

Defer for 1 Week

8<sup>th</sup> May 1912

On the Board

15<sup>th</sup> May 1912

Posted Missing

22<sup>nd</sup> May 1912



Belle Ile 1<sup>st</sup> of Nantes, Penard, (Master) Tons 2291 gross 1382 net  
Penarth for Teneriffe

Application submitted

22<sup>nd</sup> May 1912.

REMARKS.

Subscribers making application

The Merchant Marine Ins<sup>ce</sup> Co<sup>rd</sup>  
LiverpoolInterested as Underwriters on  
Cargo

Owner

Société Anonyme Chargeurs de  
L'Ouest  
Nantes

Cargo

2,227 Tons 11 Cwt Admiralty  
Welsh Coal

Insurance effected at

Nantes

On Vessel

Liverpool

On Cargo

Latest Account

Sailed from Penarth  
for Teneriffe on the 2<sup>nd</sup> March  
1912 & passed Lundy Island  
on 3<sup>rd</sup> March 1912.

Cherbourg, April 19.—A body was picked up yesterday  
in the water off Jardhen Semaphore. It is presumed  
to be that of the master of the steamer Belle Ile,  
which left Penarth March 2 for Las Palmas.

L.L.

Crew:— 26

including Apprentices 2

Number of Days out

Days

COMMITTEE'S DECISIONS.

From Sailing to last report from  
Teneriffe 10/5/12

69

On the Board

22<sup>nd</sup> May 1912

— do —

— do — 14/5/12

73

Posted Missing

29<sup>th</sup> May 1912From Sailing to 22<sup>nd</sup> May 1912

81

do —

29<sup>th</sup> May 1912

88



No. 3205

*Queen Victoria* (Ship) of Glasgow, Official No 93377, Baker (Master)  
 Tons 1685 gross 1587 net  
 Tocopilla for U.K. or Continent

Application submitted

22<sup>nd</sup> May 1912.

REMARKS.

Subscribers making application

W<sup>re</sup> Henry Chester  
 (Mess<sup>rs</sup> Black Moore & Co)

Interested as Broker for Insurance  
 of Freight & Disbursements

Owner

John Black & Co  
 Glasgow

Cargo

2630 Tons Nitrate

Insurance effected at

On Vessel

On Cargo

Lloyds on Freight &amp; Disbursements

Latest Account

Sailed from Tocopilla  
 for U.K. or Continent on the  
 16<sup>th</sup> Nov<sup>r</sup> 1911

Crew:— 21

including Apprentices 6

Number of Days out

From Sailing to 22<sup>nd</sup> May 1912.

Days

188

COMMITTEE'S DECISIONS.

On the Board

22<sup>nd</sup> May 1912.— do — 29<sup>th</sup> May 1912

195

Defer for 1 Week

29<sup>th</sup> May 1912.— do — 5<sup>th</sup> June 1912

202

Posted Missing

5<sup>th</sup> June 1912



Florence M. Smith (Schooner) of Sydney, N.S. J. Strickland  
(Master) Official No 94771. Tons 99  
Louisburg (C.B.) for Chatham (N.B.)

Application submitted

17<sup>th</sup> July 1912.

REMARKS.

Subscribers making application

Mr A Burns  
(C.E. Heath & Co)Interested as Underwriters on  
Cargo.

Owner

John Strickland  
(also Captain)

Cargo

157 Tons Coal

Insurance effected at

On Vessel

Lloyds

On Cargo

Latest Account Sailed from Louisburg  
(C.B.) for Chatham (N.B.) on the  
9<sup>th</sup> November 1911.

Crew:—

Apprentices

Number of Days out

Days

From Sailing to last report from

Chatham (N.B.) 232

— do —

— do — 239

From Sailing to 17<sup>th</sup> July 1912. 251— do — 24<sup>th</sup> July 1912 258

COMMITTEE'S DECISIONS.

On the Board

17<sup>th</sup> July 1912.

Posted Missing

24<sup>th</sup> July 1912



No. 3207

No 45 (North Star) - tug - Of Glasgow.

Leslie (Master) Off. No. 133052  
- Grangemouth for Archangel - Tons 33 gross

Application submitted

21<sup>st</sup> August, 1912.

REMARKS.

Subscribers making application

Mr Alfred Blackmore  
(Alfred Blackmore & Co.)Interested as Insurance Broker  
for hull -

Owner

Alexander Mc Dougall,  
105, St. Vincent St.,  
Glasgow.

Cargo

Insurance effected at

Lloyd's

On Vessel

On Cargo

Latest Account Sailed from Hammerfest  
June 28, for Archangel. -Crew: - 5 (including Master):  
Apprentices

London, July 26.—No. 45 (North Star steam tug) sailed June 13 from Grangemouth for Archangel. Owners Glasgow office received telegram yesterday from Onega:—"Tug not arrived, and no news."

London, July 31.—North Star (tug), No. 45, arrived at Bergen June 20 and Hammerfest June 26, after a prolonged passage, caused by fog and strong NE gale, and probably sailed for Archangel about June 28.—[See London paragraph under "Miscellaneous" in issue of July 26]

London, Aug. 12.—Tug No. 45 (North Star): Following is a copy of letter from owner, dated Glasgow, Aug. 8:—The writer has just returned from Archangel and while there he happened to meet several captains who had come round the North Cape at about the time when the above tug left Hammerfest. They all reported having encountered pretty bad weather at that time, with a great deal of ice and thick fog. One of the captains reported having actually seen the tug in Hammerfest, but left before the tug sailed. While in Archangel I also wired to the Consul at Hammerfest to ascertain if he had any information regarding the tug, and received a reply from him confirming the tug sailing on June 28, but he had no further information. We are afraid that the tug must be lost.

See reply from Agt Bergen dated 28<sup>th</sup> Aug 1912do " Hammerfest " 28<sup>th</sup> Aug 1912which states that the above Tug took on board three  
13½ Tons Bunker Coal mostly on deck.

COMMITTEE'S DECISIONS.

Defer for 14 days 21<sup>st</sup> August 1912On the Board 4<sup>th</sup> Sept 1912Posted Missing 11<sup>th</sup> Sept 1912

Number of Days out	Days
from Hammerfest	
From sailing to last report	
from Archangel 7/8/12	40
do do 2/8/12	54
do do 28/8/12	61
from Hammerfest	
From sailing to 21 <sup>st</sup> Aug. 1912	54
do 4 <sup>th</sup> Sept 1912	68
do 11 Sept 1912	75



Edward Austin (Ketch) of London, Official No 60928  
 J Pybus, master Tons 65  
 Depart (Fife) for Topsham (Devon)

Application submitted

6<sup>th</sup> November 1912

REMARKS.

Member,  
Subscribers

making application

Mr F. Y. Finch

Interested as Broker for Insurance  
of Freight + Effects.

Owner

James Pybus (also Captain)  
47 Cholmley Str  
Hull

Cargo

About 130 Tons House Coal

Insurance effected at

Gloucester Mutual Ins<sup>co</sup>  
Assn

On Vessel

Unknown

On Cargo

Lloyds

Freight  
+ Effects

Latest Account

Sailed from Depart  
(Fife) for Topsham (Devon) on the  
22<sup>nd</sup> August 1912.

Crew:— 4

Apprentices

Number of Days out

From Sailing to 6<sup>th</sup> Nov<sup>r</sup> 1912Days  
76

On the Board

6<sup>th</sup> Nov<sup>r</sup> 1912— do — 13<sup>th</sup> Nov<sup>r</sup> 1912.

83

Posted Missing

13<sup>th</sup> Nov<sup>r</sup> 1912

COMMITTEE'S DECISIONS.



No. 3209

Nomia (ship) of Bremen, Nimme, Master, Tons 2020 gross 1921 net  
Newcastle. N.S.W. for Antofagasta

Application submitted:

27<sup>th</sup> November 1912.

REMARKS.

Member

~~Subscriber~~ making application

W. E Capel Cure

Interested as Broker for Insurance  
of Cargo.

Owner

Rhederei "Visurgis" Akt. Ges.  
Bremen

Cargo

3100 Tons Wallsend Green  
Ticket Coal

Insurance effected at

On Vessel

Lloyds

On Cargo

Latest Account

Sailed from Newcastle  
N.S.W. for Antofagasta on the  
10<sup>th</sup> July 1912.

Crew:— 22.

Apprentices

Number of Days out

From Sailing	To last report from	Days
From Sailing	10 last report from	138
— do —	Autofagasta 29 <sup>th</sup> 11/12	152
— do —	— do — 7/12/12	159
From Sailing	10 27 <sup>th</sup> Nov <sup>r</sup> 1912	140
— do —	11 <sup>th</sup> Dec <sup>r</sup> 1912	154
— do —	18 <sup>th</sup> Dec <sup>r</sup> 1912	161

COMMITTEE'S DECISIONS.

Defer for 14 days	27 <sup>th</sup> Nov <sup>r</sup> 1912
On the Board	11 <sup>th</sup> Dec <sup>r</sup> 1912
Posted Missing	18 <sup>th</sup> Dec <sup>r</sup> 1912



Antonios 1/3 (ex Greta Holme) of Andros, N.T. Dambassio (Master)  
 Tons 2626 gross 1678 net  
 Algiers for Liverpool

Application submitted

24<sup>th</sup> December 1912

REMARKS.

Subscribers making application

J Wigham Richardson &amp; Co

Interested as Agents for Owner

Owner

N. T. Dambassio (also Master)  
 Andros  
 Greece

Cargo

40,000 Bags of Sugar

Valued at £40,000

Insurance effected at

London

On Vessel

London, Liverpool,  
 Hamburg & New York

On Cargo

Latest Account Sailed from Algiers  
 for Liverpool on the 2<sup>nd</sup> Dec<sup>r</sup> 1912.

Crew:— 21

Apprentices

Number of Days out

From Sailing to 24<sup>th</sup> Dec<sup>r</sup> 1912.

Days

22

— do — 1<sup>st</sup> Jan<sup>y</sup> 1913

30

COMMITTEE'S DECISIONS.

On the Board

24<sup>th</sup> Dec<sup>r</sup> 1912

Posted Missing

1<sup>st</sup> Jan<sup>y</sup> 1913

Scilly, Dec. 11, 11 4 a.m.—Wreckage washed ashore at St. Agnes, Scilly, name "Gretaholme" on oar. (Memo: The Greek steamer Antonios (late Greta Holme), bound from Fiume for Liverpool, by last account received at Lloyd's, sailed from Algiers on Dec. 2).

L.L. 11/12/12

Scilly, Dec. 11, 3 10 p.m.—Quantity wreckage washed ashore south coast St. Agnes, including oar marked "Greta Holme"; presumed disaster occurred in neighbourhood. Lloyd's Agents' representative just returned from thorough investigation. No sign of vessel or crew. Debris includes remains two lifeboats, derricks, hatches, —

L.L. 11/12/12

Scilly, Dec. 11, 4 p.m.—Re this morning's message:—Lifeboat and other boats have been out searching and have picked up two lifebuoys and one life jacket, no name; also saw part of oar marked "Greta Holme." Part of chart house reported from St. Ann's.

L.L. 12/12/12

Scilly, Dec. 14, 7 20 p.m.—Medicine chest cover bearing brass plate, marked "Greta Holme," recovered to-day. No intelligence of crew. Westerly gale prevents search of rocks.

L.L. 16/12/12

ANTONIOS (s).—Scilly, Dec. 23, 2 19 p.m.—Antonios (s): Nothing of note recovered since 14th.

ANTONIOS (s).—Scilly, Dec. 28, 4 40 p.m.—Antonios (late Greta Holm): Body recovered from St. Mary's beach this morning, presumed one of crew of above. Body which was named Howe, no marks and no means of identification. Inquest held to-day, verdict found drowned.

L.L. 30/12/12



No. 3211

*Santiago*(S. Tug) of Rio de Janeiro, C.A. Brogden (Master) Tons 47 gross  
14 net  
Falmouth for Rio de Janeiro

Application submitted

8<sup>th</sup> January 1913

REMARKS.

Subscribers making application

Leslie Godwin L<sup>d</sup>Interested as Brokers for Insurance  
of Hull & Disbursements

Owner

Wilson Sons & Co L<sup>d</sup>  
Salisbury House  
London E.C.

Cargo

Insurance effected at

Lloyds &amp; Companies

On Vessel

On Cargo

Latest Account Sailed from Falmouth  
for Rio de Janeiro on the 20<sup>th</sup> Nov<sup>r</sup>  
1912.

Bembridge (I.W.), Dec. 12, 10 40 a.m.—Lifebuoy  
picked up off Bembridge marked "s.s. Santiago, Rio de  
Janeiro," white with black letters. [Memo.—By last  
account received, the tug Santiago, of Rio Janeiro,  
sailed from Falmouth Nov. 20 for Rio Janeiro.]

L.L. 12/12/12

Agent at Rio de Janeiro, wires 4<sup>th</sup> Feb<sup>r</sup>  
"No News"Crew:— 9  
ApprenticesSee Letter from Townsend Bros dated  
5<sup>th</sup> Feb<sup>r</sup> 1913 re Crew.

Number of Days out

Days

COMMITTEE'S DECISIONS.

From Sailing to last report from  
Rio de Janeiro

Defer for 28 days

8<sup>th</sup> Jan<sup>r</sup> 1913do do  
Wire dated 4/2/13

76

Defer for 7 days

5<sup>th</sup> Feb<sup>r</sup> 1913From Sailing to 8<sup>th</sup> Jan<sup>r</sup> 1913

49

On the Board

12<sup>th</sup> Feb<sup>r</sup> 1913" " 5<sup>th</sup> Feb<sup>r</sup> 1913

77

" " 12<sup>th</sup> Feb<sup>r</sup> 1913

84

Posted Missing

19<sup>th</sup> Feb<sup>r</sup> 1913" " 19<sup>th</sup> Feb<sup>r</sup> 1913

91

The Lloyd's mark is owned by Lloyd's, a body incorporated under the Lloyd's Act 1871, and is used with  
Lloyd's consent.



Morien 1st of Liverpool, Official. No 127,979, C.M. Burchell (Master)  
Tons 834 gross 490 net  
Louisburg (C.B.) for Placentia (N.F.)

Application submitted

8<sup>th</sup> January 1913

REMARKS.

Member

Subscribers making application

Mr. J. Wishart

Interested as Broker for Insurance  
of Hull.

Owner

C.M. Burchell (also Master)  
Sydney (C.B.)

Cargo

Coal

Insurance effected at

Lloyds &amp; Companies

On Vessel

On Cargo

Latest Account

Sailed from Louisburg  
(C.B.) for Placentia (N.F.) on the  
16<sup>th</sup> November 1912.

**MORIEN** (s).—London, Nov. 23.—Following cable received from Sydney (C.B.):—Morien (s) overdue four days' trip Louisburg to Placentia, Newfoundland. Sending steamer search.

L.L. 23/11/12

Nov. 23.—Morien, British steamer, sailed for St. John's (N.F.) Nov. 16, is overdue. Steamer sent in search.

L.L. 26/11/12

**MORIEN** (s).—Sydney (C.B.), Nov. 25.—British steamer Morien, Burchell, which left Louisburg (C.B.), Nov. 16, for Placentia (N.F.), has not yet arrived at destination and is believed to have foundered.—[See issue of Nov. 28.]

L.L. 2/12/12

**MORIEN** (s).—Montreal, Dec. 1.—Steamers have been sent by the Marine and Fisheries Department to search for British steamer Morien, Burchell, a 410-ton vessel, now 12 days overdue at Placentia (N.F.), from Louisburg (C.B.) The Morien carried a small crew and no passengers.

L.L. 4/12/12

**MORIEN** (s).—Louisburg (C.B.), Dec. 10.—Government steamer Lady Laurier, which has been searching for British steamer Morien, returned here to-day having been unable to find the missing steamer. The Morien left Louisburg Nov. 16, with a cargo of coal for Placentia (N.F.) and has not since been reported.

L.L. 23/12/12

**MORIEN** (s).—St. John's (N.F.), Dec. 22.—A lifeboat from the missing freight steamer Morien drifted ashore yesterday near Placentia, slightly damaged, and bearing evidence of having been launched from the deck. The Morien has not been reported since she left Louisburg (C.B.) Nov. 16 for Placentia.

L.L. 7/1/13

Crew:— 14

Apprentices

Number of Days out

Days

From Sailing to last report from  
Placentia (N.F.) 22/12/12 36  
— do — do 29/12/12 43

From Sailing to 8<sup>th</sup> Jan 1913 53  
— do — 15<sup>th</sup> Jan 1913 60

COMMITTEE'S DECISIONS.

On the Board

8<sup>th</sup> Jan 1913

Posted Missing

15<sup>th</sup> Jan 1913



No. 3213

Jura

(recently reported as "Whittingham") of Cardiff. Official No 118138  
 Williams (Master) Tons gross 3751  
 net 2398  
 Baltimore for Rotterdam

Application submitted

15<sup>th</sup> January 1913

REMARKS.

Subscribers making application

Hamilton Smith &amp; Co

Interested as Brokers for Insurance  
of Hull

Owner

Manoravon Steamship Co Ltd  
Griffiths Lewis & Co  
Cardiff

Cargo

Oak

Lloyds Agent at Baltimore, States:  
 320,064 Bushels Oak in bulk <sup>Approximate Weight</sup> 4,576 Tons  
 52,800 — do — do — in bags 754 "  
5,330 "

Insurance effected at

Lloyds &amp; Companies

On Vessel

On Cargo

Owner states, No deck cargo.

Latest Account

Sailed from Baltimore  
 for Rotterdam on the 20<sup>th</sup> Nov<sup>r</sup>  
 1912 & passed Cape Henry on the  
 same day.

Crew:— 27

including Apprentices 2

Number of Days out

From Sailing to

15<sup>th</sup> Jan<sup>y</sup> 1913

Days

56

— do. —

29<sup>th</sup> Jan<sup>y</sup>, 1913.

70

— do —

5<sup>th</sup> Feb 1913

77

COMMITTEE'S DECISIONS

Defer for 14 days

15<sup>th</sup> Jan<sup>y</sup> 1913

On the Board

29<sup>th</sup> Jan<sup>y</sup> 1913

Posted Missing

5<sup>th</sup> Feb<sup>y</sup> 1913



El Dorado (s). of New York, G. D. Prescott Master.  
Tons 3531 gross, 2562 net.  
— Baltimore for Galveston —

Application submitted

5<sup>th</sup> February, 1913.

REMARKS.

Subscribers making application

Messrs Herbert Thorsley  
Phillips, Faber & Co. Ltd.Interested as Brokers  
for hull insurance

Owner

The Southern Pacific Co.,  
New York.

Cargo

2200<sup>tons</sup> Steel rails & Angle plates

Insurance effected at

London  
and New York

On Vessel

On Cargo

Latest Account

Sailed from Baltimore  
for Galveston on the 1<sup>st</sup> Jan.  
and passed Cape Henry on  
the same day.

EL DORADO (s).—Washington, Jan. 14.—  
Revenue cutters Miami and Windom were to-day  
ordered to search for the overdue Southern Pacific  
freight steamer El Dorado, with her crew of 45  
men, which left Baltimore Jan. 1 for Galveston  
with a cargo of steel rails. She passed Cape  
Hatteras Jan. 3 and has not been heard from since.  
—[See issue of Jan. 16.]

L. L. Jan 25

—Galveston, Jan. 17.—Steamer  
El Dorado, now nine days overdue from Baltimore  
to this port, is believed to have foundered in the  
recent storm. She carried a cargo of steel rails and  
a crew of 39.

L. L. Jan 27

London, Jan. 15.—Following cablegram has been  
received from New York:—El Dorado has not been  
heard of since sailing from Baltimore for Galveston  
Jan. 1, expected arrival Jan. 8. Not equipped wire-  
less. All Coastwise and Gulf Lines Revenue Cutter  
Service requested look out for her.

EL DORADO (s).—New Orleans, Jan. 21.—A  
rumour early to-day that 12 of the crew of steamer  
El Dorado had been picked up in an open boat  
in the Gulf, has not been confirmed; the report is  
discredited here.—New York Herald.

L. L. 4<sup>th</sup> Feb 1913

Crew:— 39

Apprentices

Number of Days out

COMMITTEE'S DECISIONS.

From Sailing to 5<sup>th</sup> Feb.

Days 35

Defer for 14 days

5<sup>th</sup> Feb 1913— do — 12<sup>th</sup> Feb 1913

42

On the Board

12<sup>th</sup> Feb 1913— do — 19<sup>th</sup> Feb 1913

49

Posted Missing

19<sup>th</sup> Feb 1913From Sailing to last report from  
Galveston 25<sup>th</sup> Feb 1913

24

— do — 27<sup>th</sup> Feb 1913

40



No. 3215

*Denbigh Castle* (ship) of Liverpool, Official No 102,088,  
 Higgins, Master, Tons 1998 gross  
 1811 net  
 Lobos de Afuera for Antwerp

Application submitted

12<sup>th</sup> February 1913

REMARKS.

Subscribers making application

A. Bilbrough &amp; Co

Interested as Brokers for Owners

Owner

Denbigh Castle Ship Co. L.  
 (R. Thomas & Co.) Managers  
 Liverpool

Cargo

Guano

Insurance effected at

Mutual Insurance  
Associations

On Vessel

Lloyds

On Cargo

Latest Account

Sailed from Lobos de  
 Afuera for Antwerp on the  
 11<sup>th</sup> Sept 1912 & reported spoken  
 on the 24<sup>th</sup> Nov<sup>r</sup> 1912 in lat 3 South  
 long 32 West

Crew:— 28

including Apprentices 8

Number of Days out

Days

COMMITTEE'S DECISIONS.

From Sailing to 12<sup>th</sup> Feb<sup>y</sup> 1913

154

Defer for 28 days

12<sup>th</sup> Feb<sup>y</sup> 1913

— do —

12<sup>th</sup> Mch 1913

182

On the Board

12<sup>th</sup> Mch 1913

— do —

19<sup>th</sup> Mch 1913

189

Posted Missing

19<sup>th</sup> Mch 1913

Bridport, Jan. 6, 3 35 p.m.—Washed ashore, life-buoy, cabin doors, hatch covers, and empty cask, all marked "Denbigh Castle Liverpool," also ship's name-board, marked "Egyptian Prince." (Memo, by last account in *Shipping Gazette and Lloyd's List*, the Denbigh Castle, bound from Lobos d'Afuera for Antwerp, was spoken on Nov. 24, in 3 S, 32 W; and the Egyptian Prince (s), bound from London for Alexandria, arrived Malta to-day).

DENBIGH CASTLE. — Bridport, Jan. 7, 11 15 a.m.—Denbigh Castle: My wire yesterday should have been, washed ashore two cabin doors, no marks, six hatches, numbered, ship's name board marked "Denbigh Castle," one cask, no marks. Washed ashore to-day part of ship's boat with red flag, white roses, letters "R. T. and Co." anchor in middle, also part boat choaks; painted white, evidently from large ship, also boats, name board, teak, gold letters, marked "Denbigh Castle, Liverpool," also ship's working gaff new, and sundry small wreckage painted white, evidently part of bulwarks.

Bridport, Jan. 7.—The wreckage washed ashore here does not appear to have been long in the water, and nearly all apparently comes from the same vessel.—[See issue of yesterday.]

Bridport, Jan. 8, 10 35 a.m.—Washed ashore six life jackets marked "D.C.," also two ship's gaffs lashed with ladder evidently to form raft.—[See under Denbigh Castle in issue of yesterday.]

Bridport, Jan. 8.—Constables at Lyme Regis and Beer report a quantity of wreckage washing ashore at those places, including a boat's badge marked red flag with white cross, letters "R. T. & Co." in yellow, blue diamond in centre, with yellow anchor; also six baulks of teak, three baulks of timber, one boat's badge and one box containing empty petrol tins.

Bridport, Jan. 9.—A ship's breaker, marked Marathon, washed ashore at Lyme Regis to-day.—[See par re Denbigh Castle, ex Marathon, in issue of Jan 7.]

Salcombe, Jan 9.—A good deal of wreckage is floating around the coast.

L.L. 7/1/13

L.L. 8/1/13

L.L. 8/1/13

L.L. 11/1/13



Harvest Queen (Schooner) of Amrcorn, Official No 62022  
 Hansen, Master, Tons 116 gross 92 net  
 Holyhead for Penkwan (Cornwall)  
 (South Cornwall & Dorset)

Application submitted

12<sup>th</sup> February 1913

REMARKS.

Subscribers making application

Hamilton Smith &amp; Co

Interested as Broker for Owners

Owner

George Millington  
Amrcorn

Cargo

190 Tons 5 cwt House Coal.

Insurance effected at

On Vessel

Maritime Insurance Co

On Cargo

Latest Account Sailed from Holyhead  
 for Penkwan (Cornwall) on the  
 22<sup>nd</sup> Decr 1912 & last seen by Master  
 of "Fairy Maid" on 23<sup>rd</sup> Decr 1912.

Crew:- 5

Apprentices

Number of Days out

From Sailing to 12<sup>th</sup> Feby 1913.  
 — do — 19<sup>th</sup> Feby 1913

Days

52

59

COMMITTEE'S DECISIONS.

On the Board

12<sup>th</sup> Feby 1913

Posted Missing 19<sup>th</sup> Feby 1913



No. 32,17

*Sola*

15/ of London, Official No 108,243, Burn, master, Tons 3103 gross 1971 net.

Newport (now) for Buenos Ayres

Application submitted

19<sup>th</sup> February 1913

REMARKS.

Subscribers making application

Arthur Holland &amp; Co

Interested as Managers of Steamer

Owner

The Buenos Ayres Great Southern  
Railway Co Ltd  
A Holland & Co (Managers)

Cargo

3525 Tons Abercrombie & Newport  
Abercrombie Steam Coal  
201 " Galvanized Sheets &c

Insurance effected at

Lloyds &amp; Companies

On Vessel

do do

On Cargo

Lizard, Jan. 10, 2 p.m.—The remains of a ship's boat, painted white, found to-day in a cave, Polbreach Cove, Lizard, also a name board belonging to same, mahogany, about two inches black letters white "S.S. Sola London"—[By last account in Lloyd's Weekly Shipping Index the Sola (s) sailed from Newport Dec. 23 for Buenos Ayres.]

L.L. 11/1/13

Lizard, Jan. 19, 7 35 p.m.—The body of a man was observed from station, clad in oilskins, with lifebelt attached, going E. Same was washed ashore on Kinnoek Sands this afternoon. A second body was also picked up close to lighthouse this morning of a very powerfully built man wearing a three-stone diamond ring on the left hand. Also portion of a boat, painted white, with mahogany name screwed on same, 2 in. wide, marked "s.s. Sola," in white, was picked up at Church Cove, Gunwalloe, to-day.

L.L. 20/1/13

Penzance, Jan. 20, 3 20 p.m.—Picked up yesterday at Gunwalloe, 11 miles east of Penzance, piece of boat, painted white, with mahogany nameboard on same, marked "Sola" in white letters.

L.L. 21/1/13

London, Feb. 11.—This morning's Standard reports:—Two Poole fishermen found a seaman's body off the harbour yesterday, possibly that of a captain, as there were brass buttons on the waist-coat. The man wore a silver watch bearing the

L.L. 1/2/13

name of a Great Yarmouth tradesman, and a gold chain with a Kruger sovereign as pendant. The underclothing bore the name of J. T. Starling.

[According to the records at Lloyd's there was a J. T. Starling, first mate on board the Sola (s), who was born at Great Yarmouth, and further information received states he was in possession of a Kruger sovereign.]

Latest Account

(Now) Sailed from Newport  
for Buenos Ayres on the  
23<sup>rd</sup> Decr 1912.

Crew:—

27

Apprentices

Number of Days out

Days

COMMITTEE'S DECISIONS.

From Sailing to last report from  
Buenos Ayres.

56

Defer for 14 days

19<sup>th</sup> Feb 1913

do do

do do 3/3/13

70

On the Board

5<sup>th</sup> Mch 1913

do do

do do 10/3/13

77

From Sailing to 19<sup>th</sup> Feb 1913

58

Posted Missing

12<sup>th</sup> Mch 1913

do do

5<sup>th</sup> Mch 1913

72

do do

12<sup>th</sup> Mch 1913

79



Dovercourt (Ketch) of London, Official No 54525, Wood, Master  
 75 Tons  
 Dover for Exeter

Application submitted

26<sup>th</sup> February 1913

REMARKS.

Subscribers making application

W. G. Sellers

Interested as Broker for Insurance  
of Cargo

Owner

Henry W. Crow  
West Ham, E.

Cargo

140 Tons Cement

Insurance effected at

Lloyds

On Vessel

On Cargo

Latest Account Sailed from Dover for  
Exeter on the 9<sup>th</sup> January, 1913

Crew:— 3

Apprentices

Number of Days out

Days

COMMITTEE'S DECISIONS.

How Sailing to 26<sup>th</sup> Feb, 1913

48

Defer for 7 days

26<sup>th</sup> Feb 1913— do — 5<sup>th</sup> Mch 1913

55

On the Board

5<sup>th</sup> Mch 1913— do — 12<sup>th</sup> Mch 1913

62

Posted Missing

12<sup>th</sup> Mch 1913



No. 3219

Armstor<sup>181</sup> of London, Official No 129019, Smith (Master) Tons gross 2993  
 Net 1867  
 New Orleans for Esbjerg

Application submitted

5<sup>th</sup> March 1913

REMARKS.

~~Members~~

Subscribers making application

Mr B. A. Glanville

Interested as Broker for Insurance  
of Freight.

Owner

R. H. Holman  
4 Lloyds Avenue  
E.C.

Cargo

4694 Tons Oilcake

Owner states No deck cargo

Insurance effected at

Lloyds

On Vessel

On Cargo

Latest Account

Sailed from New Orleans  
for Esbjerg on the 23<sup>rd</sup> Dec<sup>r</sup> 1912  
passed Port Eads on the 24<sup>th</sup>  
Dec<sup>r</sup> 1912.

Crew:— 24

including Apprentices 1

Number of Days out

From Sailing to 5<sup>th</sup> March 1913

Days

72

On the Board

COMMITTEE'S DECISIONS.

5<sup>th</sup> March 1913

do.

12<sup>th</sup> March 1913

77

Posted Missing

12<sup>th</sup> March 1913



Marcelle <sup>1st</sup> of Caen, Lebasnier, (Master) Tons 1691 gross 935 net  
Swansea for St Nazaire

Application submitted

5<sup>th</sup> March 1913

REMARKS.

Subscribers making application

Mr. J. W. Matthews  
(Matthews Wrightson & Co.)Interested as Agent for Owners  
of Cargo

Owner

F. Bouet  
Caen

Cargo

Coal

2177 Tons Graigola Merthyr large  
Steam Coal

Insurance effected at

Cardiff

On Vessel

On Cargo

Latest Account Sailed from Swansea  
for St Nazaire on the 24<sup>th</sup> Decr.  
1912.

Salcombe, Jan. 8.—A lifebuoy, marked "Marcelle, Caen," was picked up in the harbour here yesterday, also several bales of cork and small pieces of wood, apparently wreckage.

London, Jan. 11.—Four lifebuoys marked "Marcelle, Caen," and a picture of a full-rigged ship marked "Denbigh Castle" and signed "W. Bannister," have been washed ashore at Seaton, Devon, together with heavy wreckage, apparently from a timber ship.

London, Jan. 23.—On Jan. 10 a boat, square stern, open, length 14 ft., breadth 4 ft. 4 in., depth 2 ft. 2 in., cork padding all round boat inside, no marks, containing a cork jacket marked "s.s. Marcelle, Caen," was found  $\frac{1}{2}$  mile east of Salcombe. In custody of Receiver of Wreck, Exeter.

L. L. 9<sup>th</sup> Jan 1913L. L. 11<sup>th</sup> " "

L. L. 25

Crew:—

Apprentices

Number of Days out

From Sailing to 5<sup>th</sup> Mch 1913

Days

71

On the Board

5<sup>th</sup> Mch 1913do 12<sup>th</sup> Mch 1913

78

Posted Missing

12<sup>th</sup> Mch 1913

COMMITTEE'S DECISIONS.



No. 3221.

Therese Horn 1<sup>st</sup> of Lübeck, Hübsch, Macker Tons 3038 gross  
1941 net  
Port Arthur (Texas) for Rotterdam

Application submitted

19<sup>th</sup> March 1913

REMARKS.

Subscribers making application

Mr Ernest Capel Curce

Interested as Broker having effected  
Re-insurances.

Owner

H. C. Horn  
Schleswig  
Germany.

Cargo

800 Tons Cotton seed.  
3010 " Pitch Pine (of which 735 Tons  
3810 on deck)

Insurance effected at

Hamburg &amp; Lübeck

On Vessel

Hamburg

On Cargo

Latest Account

Sailed from Port Arthur  
(Texas) for Rotterdam on the 26<sup>th</sup>  
Dec<sup>r</sup> 1912.A letter dated 12<sup>th</sup> April No 14662/13  
from Lloyd's Agent at Galveston was  
received on the 24<sup>th</sup> April with reference  
to Deck Loads

Crew:— 23

Apprentices

Number of Days out

From Sailing to 19<sup>th</sup> Mch 1913

Days

83

On the Board

COMMITTEE'S DECISIONS

19<sup>th</sup> Mch 1913— do — 26<sup>th</sup> Mch 1913

90

Posted Missing 26<sup>th</sup> Mch 1913



Poseidon 1<sup>st</sup> of Andros (Greece), N.M. Cairis, Master Tons 2592 gross  
1666 Net  
Tyne for Spezzia (Italy)

Application submitted

2<sup>nd</sup> April 1913

REMARKS.

Subscribers making application

J. Wigham-Richardson &amp; Co

Interested as Broker for Insurance  
of Hull.

Owner

N. A. Cairis & Co  
Andros

Cargo

3437 Tons Harton Straithes Coal

Insurance effected at

Lloyds &amp; Companies

On Vessel

Northern Maritime Ins<sup>co</sup>

On Cargo

Latest Account Sailed from The Tyne  
for Spezzia (Italy) on the 28<sup>th</sup>  
January 1913

Crew:— 30

Apprentices

Number of Days out

Days

COMMITTEE'S DECISIONS.

From Sailing to last report from Spezzia 27/4/13  
— do — — do — 27/4/13

58

On the Board

2<sup>nd</sup> April 1913

65

Posted Missing

9<sup>th</sup> April 1913From Sailing to 2<sup>nd</sup> April 1913

64

— do — 9<sup>th</sup> April 1913

71



No. 3223

Pearl Eveline (Schr) of Lunenburg, Official No 111414, Sineb.  
Master Tons 99  
St Johns (N.Z.) for Oporto

Application submitted

23<sup>rd</sup> April 1913

REMARKS.

Subscribers making application

Holmwood & Holmwood L<sup>rs</sup>Interested as Broker for Insurance  
of Hull

Owner

Arthur S. Rendell  
St Johns (N.Z.)

Cargo

2950 Quintals Codfish

Insurance effected at

Lloyds

On Vessel

Lloyds

On Cargo

Latest Account

Sailed from St Johns (N.Z.)  
for Oporto on the 6<sup>th</sup> Jan'y 1913

Crew:— 6

Apprentices

Number of Days out

Days

COMMITTEE'S DECISIONS.

From Sailing to last report from Oporto  
19/4/13

107

On the Board

23<sup>rd</sup> April 1913.

From Sailing to

23<sup>rd</sup> April 1913

107

Posted Missing

30<sup>th</sup> April 1913

do

30<sup>th</sup> Apr 1913

114



# "Steam Tug No 7" of Grimsby, Harlow, Master Tons 17 grs. Wivenhoe for Grimsby

Application submitted

7<sup>th</sup> May 1913

REMARKS.

Subscribers making application

Durrnell &amp; Fowler

Interested as Brokers for  
Insurance of Hull.

Owner

The Rennie Forrest Shipbuilding  
& Engineering Co Ltd  
Wivenhoe, Essex

Cargo

—

Insurance effected at

Lloyds

On Vessel

On Cargo

Latest Account

Sailed from Wivenhoe  
for Grimsby on the 13<sup>th</sup> April 1913  
put into Lowestoft & left there  
15<sup>th</sup> April 1913.A letter from Lloyds Agent at  
Grimsby dated May 6<sup>th</sup> states  
"the body of the Skipper of the  
Steam Tug No 7 has been found by  
the Steam Drawler Marlborough"

Crew:—

3

Apprentices

Number of Days out

From Sailing to 7<sup>th</sup> May 1913— do — 14<sup>th</sup> May 1913— do — 21<sup>st</sup> May 1913

Days

24

31

38

COMMITTEE'S DECISIONS.

Deferred 7 days

On the Board

Posted Missing

7<sup>th</sup> May 191314<sup>th</sup> May 191321<sup>st</sup> May 1913



No. 3225

*"Girls Own"*(Fishing Vessel) of St. Yarmouth, Official No 99.507  
Chenery (Master) 35 Tons  
Lowestoft for Hangesund (Norway)

Application submitted

21<sup>st</sup> May 1913

REMARKS.

Subscribers making application

Gedge Leigh &amp; Humphrey

Interested as Brokers for Insurance  
of Vessel

Owner

E. Wisker Jr  
Lowestoft

Cargo

(In Ballast)

Insurance effected at

Lloyds'

On Vessel

On Cargo

Latest Account Sailed from Lowestoft  
for Hangesund (Norway) on the  
18<sup>th</sup> March 1913

**GIRL'S OWN** (lugger).—London, April 5.—Al-  
though several weeks have passed since the lugger  
Girl's Own, with a crew of three, left Lowestoft  
for Norway, nothing has been heard of her, and it  
is feared that she has been lost.

L.L. 5/4/13

Crew:— 3

Apprentices

Number of Days out

Days

From Sailing to last report from		
Hangesund	56	
— do —	63	
— do — 20/9/13		

COMMITTEE'S DECISIONS.

On the Board 21<sup>st</sup> May 1913

Posted Missing 28<sup>th</sup> May 1913

From Sailing to	21 <sup>st</sup> May 1913	64
— do —	28 <sup>th</sup> May 1913	71



Elizabeth Roberts (Schooner) of Liverpool, Jones, Master  
 Official No 118,093 Tons 134 gross 100 net  
 Llanelly for Oporto

Application submitted

28<sup>th</sup> May 1913

REMARKS.

Subscribers making application

Hugh Paul &amp; Co

Interested as Broker for Insurance  
on Freight.

Owner

E. O. Roberts  
(Jones Roberts & Co)  
Liverpool

Cargo

185½ Tons Great Mountain  
Anthracite Coal

Insurance effected at

London

On Vessel

—

On Cargo

Lloy, do

On Freight

Latest Account

Sailed from Llanelly for  
Oporto on the 9<sup>th</sup> April 1913

London, May 8.—Elizabeth Roberts, Llanelly for  
Oporto:—Telegram from Liverpool, dated May 8,  
11 58 a.m., states:—Owners state:—No news of  
Elizabeth Roberts.

L.L. 8/5/13

London, May 9.—In reply to inquiry the owner of  
the Elizabeth Roberts writes from Liverpool under  
yesterday's date that the vessel sailed from Llanelly  
about 2 p.m. April 9 and not on April 10 as before  
reported. He hoped to receive news of the vessel's  
arrival at Oporto in at least a week after she sailed.  
Thinking perhaps she might have been at Vigo  
weather bound, he made inquiries from the captain  
of a P.S.N. Company's boat, which left Vigo  
April 25, but she was not there then.

L.L. 9/5/13

Crew:— 6

Apprentices —

Number of Days out

From Sailing to last report from  
Oporto 28/5/13

Days

44

— do —

— do —

73

— do —

— do —

87

— do —

— do —

94

From Sailing to 28<sup>th</sup> May 1913

49

— do —

25<sup>th</sup> June 1913

77

— do —

9<sup>th</sup> July 1913

91

— do —

16<sup>th</sup> July 1913

98

COMMITTEE'S DECISIONS.

Defer for 28 days

28<sup>th</sup> May 1913

Defer for 14 days

25<sup>th</sup> June 1913

On the Board

9<sup>th</sup> July 1913

Posted Missing

16<sup>th</sup> July 1913



No. 3227.

*Whitlieburn* (Ship) of Fredesbrand (Norway), Danielson, master  
Tons 2006 gross 1875 net  
Antofagasta for Falmouth

Application submitted

18<sup>th</sup> June 1913

REMARKS.

Member

~~Subscribers~~ making application

Mr. L. W. Hammond

Interested as Broker for Insurance  
of Cargo

Owner

R. Salvesen & Co  
Fredesbrand/  
Norway

Cargo

Nitrate

Insurance effected at

Norway

On Vessel

Lloyds &amp; Companies

On Cargo

Latest Account Sailed from Antofagasta  
for Falmouth on the 1<sup>st</sup> December 1912  
sighted by the "Barthold Vinnen" on  
the 24<sup>th</sup> Feb 1913 in lat 10.3 N 36.53 W

Antwerp, April 19.—The master of the German  
barque Barthold Vinnen, from Caleta Buena, re-

ports that on Feb. 22, in lat. 6 38 N, long. 35 5 W,  
his vessel was in company with the Norwegian ship  
Whitlieburn, which was then 85 days out from  
Antofagasta. On Feb. 23, in lat. 7 50 N, long. 36 18  
W, the Whitlieburn was to leeward. The follow-  
ing mid-day, Feb. 24, the Barthold Vinnen was in  
lat. 10 3 N, long. 36 53 W; wind light NE, and  
during the night she lost sight of the Whitlieburn.

L-L. 22/4/13

Crew:— 22

Apprentices 3

Number of Days out

From Sailing to 18<sup>th</sup> June 1913

Days

199

COMMITTEE'S DECISIONS.

On the Board

18<sup>th</sup> June 1913

— do —

25<sup>th</sup> June 1913

206

Posted Missing

25<sup>th</sup> June 1913



*Toanui*

(Steam Tug) of Glasgow, Official No 133121. Sewell (Master)

*The Clyde for Gibraltar*

Tons 103 gross 45 net

*on a voyage to New Zealand.*

Application submitted

*9<sup>th</sup> July 1913*

REMARKS.

Subscribers making application

*The British Dominions General Insurance Co. Ltd.**Interested as Underwriters on Hull.*

Owner

*The Gisborne Sheep Farming Frozen Meat Co. Ltd. Gisborne. N.Z.*

Cargo

Insurance effected at

*London*

On Vessel

On Cargo

Latest Account

*Sailed from The Clyde for Gibraltar on the 5<sup>th</sup> June 1913*

Crew:— //

Apprentices

Number of Days out

*From Sailing to 9<sup>th</sup> July 1913*

Days

*34*

— do —

*16<sup>th</sup> July 1913**41*

COMMITTEE'S DECISIONS.

*On the Board**9<sup>th</sup> July 1913**Posted Missing**16<sup>th</sup> July 1913*

**TOANUI (s).**—Penzance, June 12.—A fisherman on the coast, about seven miles north of Penzance reports that yesterday morning he saw a ship's boat, floating in the sea near the coast, which, he thought, had the name Toanui on it. The boat was, however, soon after smashed to pieces on the rocks by the heavy seas. Four ship's lifejackets were also picked up on the coast near the same spot.

London, June 14.—With reference to report from Penzance, the Toanui put back and finally left Gourock June 3. She was to call for coal at either Gibraltar or Algiers.

Penzance, June 16, 9 51 a.m.—Ship's circular lifebuoy marked "Toanui, Glasgow," reported picked up on coast near St. Just on Saturday. Lloyd's Agents proceeding there to-day to make inquiries concerning wreckage.

London, June 16.—With reference to the report from Brest under heading "Derelicts and Wreckage," stating that a teak wood box containing 19 lifebuoys and 10 fire hoses fitted with unions, having the mark, "Fredaway and Co., Ltd.," inscribed on the fire hose unions, had been picked up, the builders of the Toanui (s), in answer to inquiry, telegraph:—J W Fire hoses stowed bridge deck by Fredaway and Co., Ltd.

London, June 16.—According to a letter from the builders, the steamer Toanui sailed from Greenock on Thursday (June 5), being followed down by the Carioca (s), bound for Rio Janeiro. The following day (June 6) the tug Dobrovoletz passed down for Odessa. [Memo: The Carioca arrived at Falmouth June 7 with decks leaking. The Dobrovoletz has since been reported sailed from Lundy Island on June 11 and to have arrived at Gibraltar June 16.]

Penzance, June 16, 1 47 p.m.—Toanui (s): Lloyd's Agents have examined wreckage found near St. Just and in addition to lifebuoy marked "Toanui, Glasgow" found small piece of boat marked "Toanui," also 4 lifejackets, small

teakwood grating and piece of teak panelling with no marks. All wreckage found apparently new.

Penzance, June 18.—The crew of the Seven Stones lightship state that on the morning of June 9 they noticed a lifeboat floating bottom up near the light-vessel. They launched a boat and tried to get the lifeboat to their ship, but were unable to do so owing to the weather. It is thought that this was the same boat that came ashore near St. Just and was smashed to pieces on the rocks.

Sennen, June 18, 9 49 a.m.—Trunk landed Penberth Cove bearing mark "A. S." in black letters, containing ladies' clothes. Letter found "Fernlea, March 31st, 1913, from Ada to Dorrie."

**TOANUI (s).**—Sennen, June 18, 1 7 p.m.—Four cork lifebelts, canvas covered, one circular lifebuoy "Toanui Glasgow" on it, and two broken planks, side of boat three feet long, part of same name on it, all appeared to be new, picked up 11th inst. at St. Just.

Sennen, June 18, 6 50 p.m.—A circular lifebuoy name "Toanui Glasgow" on it washed ashore one mile south of Land's End.

**TOANUI (s).**—Sennen, June 19, 7 p.m.—A circular lifebuoy name "Toanui Glasgow" on it, found at Porthledden to-day.

Newlyn, June 23, 10 12 a.m.—Life-buoy marked "Toanui, Glasgow," picked up 2 miles E by N of Wolf, and brought to Newlyn by fishing boat. [See Penzance under "Derelicts and Wreckage."]

Penzance, June 23.—Another life-buoy marked "Toanui" has been picked up near St. Just, also a teakwood door, about 5 ft. long, with the letters "H" and "TV" on the brass handle of it.

L.L. 13/6/13

L.L. 14/6/13

L.L. 16/6/13

L.L. 16/6/13

L.L. 16/6/13

L.L. 17/6/13

L.L. 19/6/13

L.L. 19/6/13

L.L. 19/6/13

L.L. 20/6/13

L.L. 22/6/13

L.L. 24/6/13



No. 3229

Wyneric

1st of Glasgow, Official No 104572. Bonner (Master)  
 Tons 4921 gross 3141 Net  
 Barbadoes for Lota (Chili)  
 on a voyage from Baltimore for Guayaquil (Ecuador)  
 W.C.S.A.

Application submitted

9<sup>th</sup> July 1913

REMARKS.

Subscribers making application

L Hammond &amp; Co

Interested as Broker for Insurance  
of Hull

Owner

Steamship "Wyneric" Co  
 Andrew Weir & Co  
 21 Bury Street EC

Cargo

6275 Tons Pocahontas Coal  
 + 38 Tons Dynamite

Insurance effected at

Lloyds &amp; Companies

On Vessel

On Cargo

Latest Account Sailed from Barbadoes  
 for Lota (Chili) on the 15<sup>th</sup> April 1913

Crew:— 39 (30 of which were Chinamen)  
 Apprentices

Number of Days out

Days

From Sailing to last report from	Lota (Chili)	56
— do —	At Salcamayo	64
— do —	— do — 15/6/13	70
From Sailing to	9 <sup>th</sup> July 1913	85
— do —	23 <sup>rd</sup> July 1913	99
— do —	30 <sup>th</sup> July 1913	106

COMMITTEE'S DECISIONS.

Defer for 14 days 9<sup>th</sup> July 1913  
 On the Board 23<sup>rd</sup> July 1913  
 Posted Missing 30<sup>th</sup> July 1913

WYNERIC (s).—Punta Arenas (Straits of Magellan), Sept. 21, 7 50 p.m.—A report received here states boat with name on bow "Wyneric, Glasgow," encountered at Sargasso Channel, Farkev Lila, containing body. Government vessel probably will proceed investigate. (The Wyneric, British steamer, was posted at Lloyd's as missing on July 30.)

The Lloyd's mark is owned by Lloyd's, a body incorporated by  
 Lloyd's consent.

used with 22/9/13

London, June 7.—In reply to inquiry, Lloyd's Agents at Buenos Ayres telegraph, June 6:—Wyneric: No news. We are informed has not passed Straits of Magellan. We are making further inquiries Falkland Islands.

London, June 11.—In reply to inquiry, Lloyd's Agent at Punta Arenas telegraphs, June 10, 9 5 p.m., as follows:—Wyneric (s): Have no information at present.

London, June 12.—Wyneric (s): Following letter received from the owners dated June 12:—The following is a copy of letter which we have received this morning from Messrs. Chas. G. Dunn and Co., of Liverpool:—In view of the long passage made by your Wyneric (s), you may be interested to know that we have received a cable from the captain of our Howick Hall dated 6th inst., from Punta Arenas, reading:—Arrived Friday a.m.; had fearful passage; no damage incurred.

The following report appeared after Posting

WYNERIC (s).—London, Aug. 4.—A wireless message from the steamer Bogota, via Tenerife, Aug. 4, states:—Wyneric (s), bound W, passed Triton Bank, Magellan Straits, 11 30 a.m., May 10. —[Memo.: The Wyneric (s) was posted at Lloyd's as missing on July 30.]



Britta (Ship) of Langesund, N. Holmen, Master, Tons 1237 gross  
1151 Net  
St Andrews Bay (Gulf of Mexico) for Buenos Ayres

Application submitted

13<sup>th</sup> August 1913

REMARKS.

Subscribers making application

Mr J. J. Irwin  
(L Hammond & Co)Interested as Broker for Insurance  
on Disbursements

Owner

H. Christensen.  
Langesund  
Norway

Cargo

Pitchpine Lumber

Insurance effected at

On Vessel

London

On Cargo

Lloyd's

On Disbursements

Latest Account

Sailed from St Andrews Bay  
for Buenos Ayres on the 21<sup>st</sup> Dec<sup>r</sup> 1912,  
+ spoken 25<sup>th</sup> Dec<sup>r</sup> off Rebecca Shoal.

Crew:— 15

Apprentices —

Number of Days out

Days

COMMITTEE'S DECISIONS.

From Sailing to last report from

Buenos Ayres  
11/8/13  
— do — — do — 18/8/13

233

240

On the Board

13<sup>th</sup> August 1913

Posted Missing

20<sup>th</sup> August 1913From Sailing to 13<sup>th</sup> August 1913

235

— do — 20<sup>th</sup> —

242



No. 3231

*Skien*

(Ship) of Skien, Norway. A Juhl, Master. Tons 1244 gross 1157 net

Swansea for Luderitz Bay (to Coast of S. Africa)  
near Walvisch Bay

Application submitted

3<sup>rd</sup> September 1913

REMARKS.

Subscribers making application

Matthews Wriekow H<sup>o</sup>. D.Interested as Brokers for Insurance  
of Cargo.

Owner

N. P. Hoyer Hou  
Skien  
Norway

Cargo

1934 Tons Coal  
(Anthracite Machine  
made beans)

Insurance effected at

On Vessel

Lloyds &amp; Companies

On Cargo

Latest Account Sailed from Swansea  
for Luderitz Bay on the 3<sup>rd</sup> March  
1913 and passed Barry Island.  
12<sup>th</sup> March 1913London, July 17.—In reply to inquiry, Lloyd's  
Agent at Christiania telegraphs that the owner of  
the Norwegian barque Skien has received no news  
of the vessel since she was reported on March 12.

L.L. 18/7/13

Crew:— 14

Apprentices

Number of Days out

Days

COMMITTEE'S DECISIONS.

From passing Barry to last report from  
Luderitz Bay 8/17/13

1-3

On the Board

3<sup>rd</sup> Sept. 1913

— do —

do —

Posted Missing

17<sup>th</sup> Sept 1913From — do — to 3<sup>rd</sup> Sept 1913 175— do — to 10<sup>th</sup> Sept. 1913. 182— do — to 17<sup>th</sup> Sept 1913 189



Americana (schooner) of San Francisco.

Johnson, Master, 901 tons gross.  
 - Knappton (Wash) for Sydney (N.S.W.) - 839 tons net  
 - Sailed from Astoria (O.) March 3<sup>rd</sup> 1913: -

Application submitted

REMARKS.

3<sup>rd</sup> September, 1913.

Subscribers making application

The Union Marine Ins. Co. Ltd.

Interested as insurers  
of Cargo. -

Owner

The Pacific Shipping Co.  
San Francisco.  
(Managers: -

The Charles Nelson Co.)

London Agents: - David Bruce &amp; Co. -

Cargo

Lumber

Insurance effected at

San Francisco

On Vessel

San Francisco  
and London. -

On Cargo

Latest Account Sailed from Astoria  
 (Oregon) for Sydney (N.S.W.)  
 March 3<sup>rd</sup> 1913. -

AMERICANA.—Tacoma, June 30.—The schooner  
 Americana, from Columbia River, March 3, for  
 Sydney (N.S.W.), is believed to have been lost in  
 the storm that swept the Southern Pacific about  
 April 28.

L. L. J. 1913

Crew:— //

Apprentices

Number of Days out

Days

COMMITTEE'S DECISIONS.

From Astoria (O.) to last

report from Sydney (N.S.W.)

184

On the Board

3<sup>rd</sup> Sept. 1913

— do —

— do —

2/9/13

191

Posted Missing

17<sup>th</sup> Sept 1913

— do —

— do —

9/9/13

198

From Astoria (O.) to 3<sup>rd</sup> Sep.

1913.

185

— do —

to 10<sup>th</sup> Sep. 1913.

192

do

17<sup>th</sup> Sept 1913

199

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 Lloyd's consent.



No. 3233.

Klio (Sailing Ship) of Hamburg, Müller, Master 1648 tons gross 1571 net  
 Talcahuano for Mexillones (Chili)  
 (Chili) about 1000 miles

Application submitted

22<sup>nd</sup> October 1913

REMARKS.

Member

Subscribers making application

W<sup>re</sup> L. W. HammondInterested as Broker for Insurance  
of Cargo

Owner

Rhederei-Akhein-Gesellschaft  
 von 1896  
 Hamburg

Cargo

About 700 Tons West Wallsend  
 Coal

Being balance of Cargo shipped,  
 at Newcastle N.S.W.

Insurance effected at

Hamburg

On Vessel

Lloyds

On Cargo

Latest Account Sailed from Talcahuano  
 for Mexillones (Chili) on the  
 12<sup>th</sup> May 1913

London, July 19.—Klio Talcahuano for Mexil-  
 lones: In reply to inquiry, Lloyd's Agent at Ham-  
 burg telegraphs, July 19, that owners report vessel  
 has not arrived and they have no tidings of her.

KLIO.—Hamburg, July 21.—The full-rigged sail-  
 ing ship Klio, of Hamburg, has, it is feared, been  
 lost with all hands, numbering 20. The vessel was  
 on a voyage from Talcahuano (Chili) to Mejillones  
 (Chili) and is 60 days overdue.—*Reuter*.

L.L. 19/7/13

L.L. 22/7/13

Crew:— 20

Including Apprentices 2

Number of Days out

Days

COMMITTEE'S DECISIONS.

From Sailing to last report from  
 Mexillones

134

On the Board

22<sup>nd</sup> Oct 1913

— do —

23/9/13

141

Posted Missing

29<sup>th</sup> Oct 1913

From Sailing to 22<sup>nd</sup> Oct 1913

163

— do —

29<sup>th</sup>

170



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